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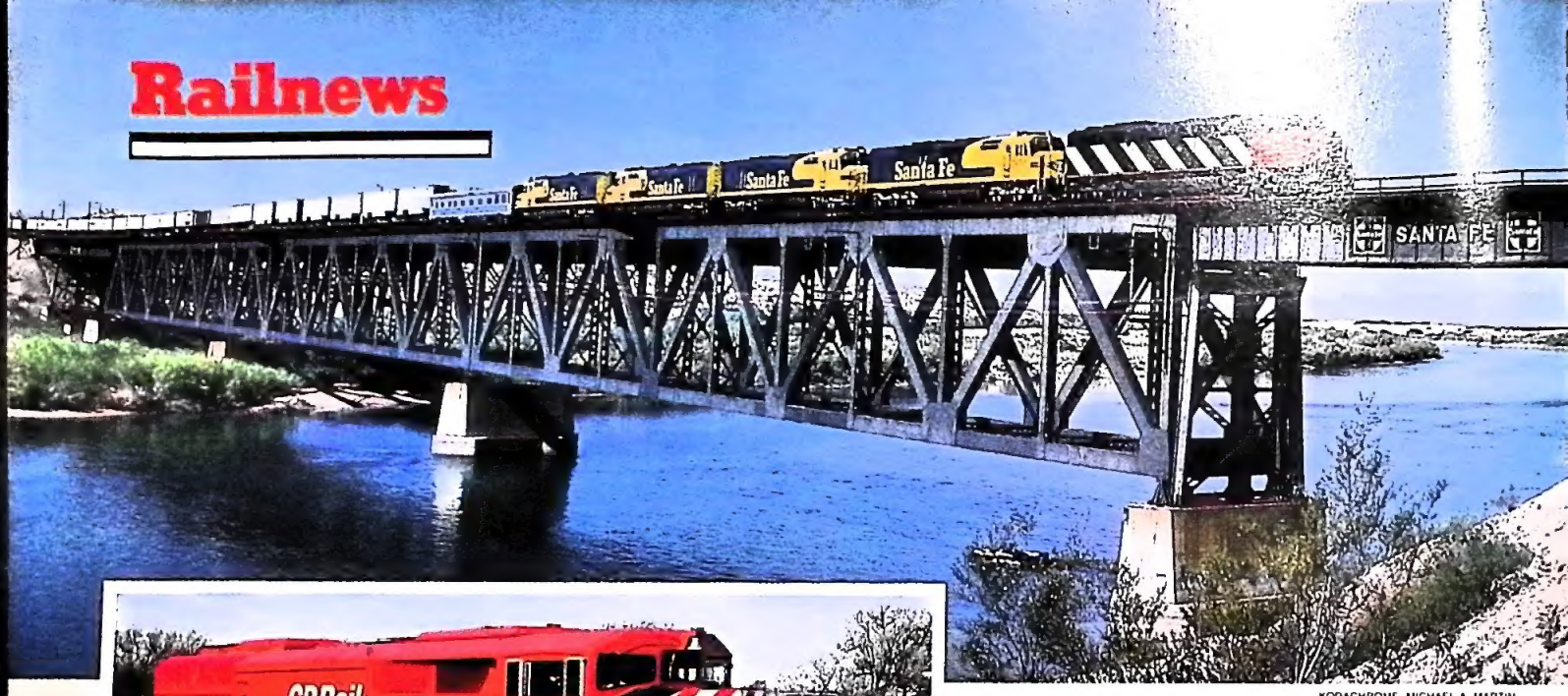

KODACHROME MICHAEL A. MARTIN

KODACHROME IAN PLATT

CANADIAN CARBODY UNITS are making headlines, like CN SD50F 5456 (above), on lease to the Santa Fe for evaluation of its "Canadian comfort cab," shown crossing the Colorado River at Topock, Ariz., on Train 891 on October 20, 1988. The same day, CP SD40F 9000 (left) was on GMD's London, Ontario, test track. Twenty-five of the Draper Tapers will be deliverd to CP. See page 26 for details.

KODACHROME DARRELL LAND

"GRAY GHOST" GP38-2 2618 (above) sports the new CSX paint scheme at Cincinnati, Ohio, on October 25, 1988. Although blue trucks are planned, the low-cost scheme will not include a blue cab or roof. See page 26.

TWO KODACHROMES JOHN C. BENSON

IN FRESH PAINT at National Railway Equipment at Dixmoor, Ill., on November 13 were Delta Southern CF7 100 (top) and Buffalo & Pittsburgh GP9 202. See page 28.

EX-CV RS11s are now on the Winchester & Western, including two Quaboag repaints (below). RS11s 3605/3606/3611/3609 were westbound with W&W RS11 351 and S6 80 at Indian Hollow, Va., on October 24, 1988. See page 28.

KODACHROME MICHAEL P. GRAY

ARTWORK COURTESY OF THE ORIGINAL WHISTLE STOP OF SACRAMENTO

THE ANSCHUTZ SP is indeed exploring a new paint scheme. One of the liveries under consideration (above) has charcoal gray with Grande gold on the carbody and either silver or gray trucks; this artwork was used by The Original Whistle Stop of Sacramento to paint models for the SP. Another scheme, submitted by Joe Strapac and Jack Neville (below), features a black carbody accented with silver and red. Several other liveries are being explored, and SP's Sacramento paint shop has been taping mock-ups of various schemes to a gray-primer test unit and rolling it outdoors just long enough for photos. No final livery has yet been chosen. See page 28.

DESIGN ARTWORK JOE STRAPAC and JACK NEVILLE

KODACHROME DARRELL LAND

MONON-PAINTED Fs from the Indiana Transportation Museum departed Cincinnati, Ohio, (above) with the return trip of the Ohio River Tall Stacks Festival special on October 16, 1988. See page 28.

KODACHROME KEN CHURCH

CHICAGO & NORTH WESTERN has leased 20 ex-MoPac SD40s from VMV Enterprises. The 3044 (above) combined a C&NW herald and MoPac eagle at Council Bluffs on October 12. See page 28.

NYS&W DASH 8-40B 4006 damaged during the July 1988 NRHS Convention, has been repaired by GE and returned to service, as evidenced (below) on October 16, 1988, on the D&H at Tunnel, N.Y.

KODACHROME BRIAN PALMER

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From the Publisher's desk: A Sail Road

Some years ago Phyllis and I were tracking down the final years of steam on the DB in north Germany, finding such gems as class T-38 4-6-0s, ex-Prussian Rys. class P-8s, and big class 50 Decapods. We'd stopped for a seafood lunch in Dageb'ull at a restaurant located on a dike giving us a good view of a big red battery-powered Esslingen shunting cars on a pier. Lunch over, we started searching for a meter gauge railroad we'd been told connected the main line with Hallig Oland, one of the many islands which dot the North Sea from Holland to Denmark.

We asked directions, crossed over the Bundesbahn and down a dirt road marked "Privat." There stood a long one-story wooden building, into which ran a rusty meter gauge track. There was no sign of any activity, but there were a few sidings, some four-wheeled flatcars and a green four-wheeled boxcar. Peering into the shed's window I could see a four-wheeled passenger car used either for VIPs or during bad weather. I finally spotted a workman who said we were in luck, as the "Kapit'an" was getting ready to run some supplies out to Hallig Oland.

Kapit'an Sanke Petersen was an elderly gent who proved to be the entire crew of the two-car train. The locomotive was a motorized flatcar rigged up with extra seats. We couldn't help but notice that the Kapit'an's pocket held an opened bottle of Flensburger Bier. He graciously spread a fur piece across the seat, and we climbed aboard, soon putt-putting across a field before making a sharp left turn taking us over the dike and down again and onto a series of low wooden trestles built atop a stone causeway.

The Seegelore, as the railroad was called, was built back in the early 1920 period as part of a program to reclaim land lost to the North Sea during the hurricane of 1632 which virtually destroyed a large island off the coast. Trestlework was used to carry tracks out over the water so that stone could be dumped to create the causeways. One such causeway to the Island of Sylt is so large that it carries the double-tracked DB main line. Trains to Sylt carry autos on specially-built railcars.

The Seegelore derived its name from the fact that its "locomotive" was originally sail-powered: no steam, no diesel, no trolley! The sail power locomotive worked well, except that the locomotive, unlike a sailboat, could not tack to take advantage of wind conditions, and there were times when the crew and perhaps the passengers as well had to help push the train.

The traveler passes occasional sidings en route to Hallig Oland, about a 30 minute ride. During low tide the mud flats of the North Sea become visible. Tourists occasionally drown when they wander too far out on the flats during low tide. Oland has about 15 old houses including an old restored church dating back about 1000 years. The Kapit'an pointed out the refreshment facilities to us, happily accepting an offer of another Flensburger. Our return trip to Dageb'ull was packed to capacity. Within minutes of our arrival, the train headed back to Hallig Oland with a four-wheeled trailer loaded with supplies and more Flensburger.

We understand that the Seegelore is now history, as are so many of the little railroads of northern Europe. If it is, we wonder how the Olanders get their supplies, especially their ration of Flensburger?

TRAIN MPA

Hal

RAILFAN & RAILROAD

February 1989/vol.8 no.2

RAILROAD / founded 1906 / vol.110 no.11

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Cover

Cotton Belt 4-8-4 819 finally got a chance to stretch her legs on the first long journey since her restoration to service. The low evening sun of November 5 caught the shiny black face of the 819 against a magnificent black smoke cloud as she wheeled westward at Lumber, Arkansas, on the first leg of a three-day round trip venture to Tyler, Texas, from her home shop in Pine Bluff. The full story of that trip begins on page 40. Kodachrome 200 by Peter Smykla.

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Fanmail

The Utah Railway

A nice article on the Utah Railway in the October '88 issue, but you have a few errors in the roster. SD45s 9142 and 9145 were renumbered at Martin, Utah, in December 1987; they were originally SP 8830 and 8936, which the Utah received in November 1987. Southern Pacific still has its own 9142 and 9145.

The three SD39s were tried by the Utah Railway on the mine runs and helpers but didn't work out like the Utah had hoped. They didn't have the power Utah needed to move the trains at the speed Utah wanted. All three units went to the Union Pacific in March 1988. Since then the 5322 has been sent back to National Railway Equipment Leasing.

Utah Railway ex-C&O/LASCO DL702 601 was never lettered or given a Utah number. It was only the 601 on paper.

Utah Railway 600 was used with the 300s and 400s up to the time Utah Railway stopped using the Alcos and started to lease UP SD40s. The first UP SD40s received were five units from the 3040 class of the old EMD demos the UP had picked up.

Even though the Utah has their own power now, if one of the SD45s or F45s is down for shop work Utah will lease a UP unit to fill in.

RYAN BALLARD
Riverton, Utah

Railroads and Rail Roads

Indiana Rail Road is not Indiana Railroad! We are talking two different organizations. One pages 46 and 82 of the December '88 issue you state that Nickel Plate 587 "made a 60-mile round-trip . . . over the Indiana Railroad." That's hard to do since the Indiana Railroad's last stretch of rail operations was torn out in 1942. The corporation continued as an intercity and city motor bus operator long after the last of its famous "highspeeds" were retired from the interurban rail lines.

Indiana Railroad still exists today in corporate form with a name change and is Southeastern Trailways, Inc., based in Indianapolis. It would appear that the Indiana Railroad name still belongs to that corporation.

Indiana Rail Road, on the other hand, is a pleasant surprise to all. The former ICG route seems to be doing very well and in the hands of good managers and competent owners. It has no connection with the other firm.

How do I know? I am the author of a comprehensive history of the Indiana Railroad, now in production, to be released next year by the Central Electric Railfans' Association.

It seems a shame to confuse a current successful operation with one of the most colorful and best remembered interurban railways. I hope your editorial staff will exercise more care in the future.

GEORGE K. BRADLEY
Birmingham, Michigan

A Turntable on Tennessee Pass

Perhaps I have overlooked mention of it in previous issues, but the Turntable Restaurant in Minturn, Colorado, deserves notice. I was chasing trains over Tennessee Pass recently, as it seems to be fairly busy now, when I first saw the restaurant around lunchtime. How could I pass up a place with a name like that, especially since it's connected to the D&RGW offices at the Minturn yard? I was not disappointed.

A. RICHARD SMITH
Houston, Texas

Autumn in Ore Country

Just concluded a fine ten-day visit to the upper Midwest where I spent some time on the GB&W, LS&I, etc., during the fall colors. This was a first time for me in this area, and I was mightily impressed. The most delightful find of all was the LS&I's U25C running—in new red paint and on the point two days in a row. Those U25-U23 combinations looked and sounded every bit as good as the Alcos and rivaled them in smoke production, too.

I ran into several other fans while there, and you will be happy to know that all of us were armed with the July '85 R&R containing Sandy Burton's "Alligators in the North Woods" article. The bible, no doubt, for a visit to Marquette.

DOUG HARROP
Morgan, Ut.

More on the NRHS Convention

Ever since the operation of the first NKP 765 trip out of Bound Brook, New Jersey, for the '88 Convention, I have been wondering what your thoughts of the entire operation would be. The coverage in the November is-

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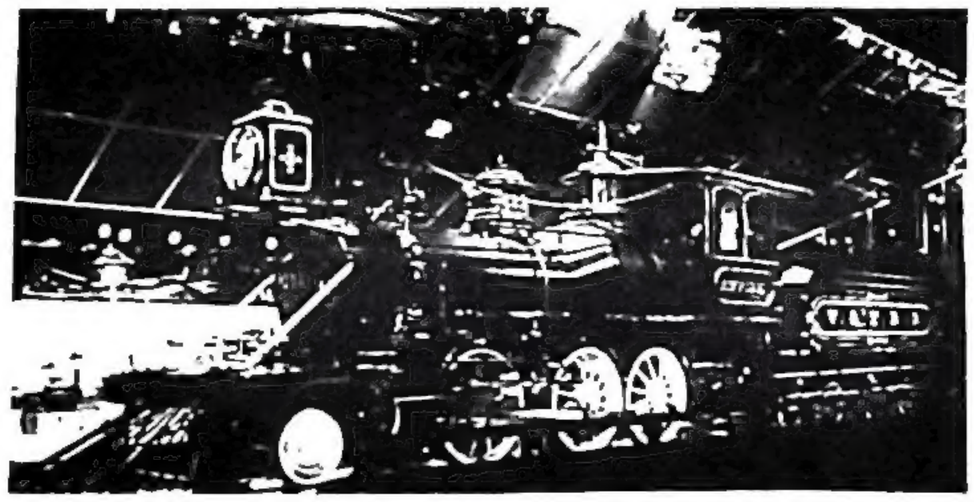

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sue certainly presents "the fact man, the facts," and I do not disagree with you one bit. I thought your article was at least very fair in its appraisal of the '88 Convention.

I also appreciated "Conrail and the 765." While in the days of the High Iron trips, things operated much differently, but I do know that in general railroad top management was cooperative. Yet, on lower levels, and especially on the outside, and no doubt as the result of not understanding what is going on, some very bad impressions have been expressed.

What a delightful story to conclude your article with, that about the Grey Poupon.

DONALD D. SMITH
Lebanon, N.J.

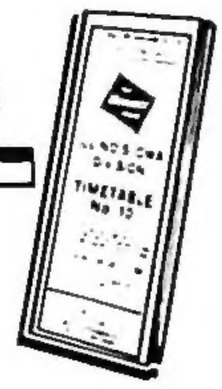
One instead of a handful

I'd like to comment on Bruce Kelly's nice shot of the BN 8002 and your caption. This unit is not "one of a handful," but the one and only SD40-2 painted in the experimental "tiger stripe" scheme. The other units wearing this scheme are GP50s 3110 through 3162 and SD60s 8300 through 8302. The SD60s have since been returned to EMD (see May '88 R&R, page 30) and have made appearances on several roads wearing the basic colors with EMD lettering applied and the BN markings painted out in white.

BN hasn't purchased any new power since the GP50s, and subsequent repaints and rebuilds have appeared in green and white.

DAN POITRAS
Richfield, Minn.

Timetable



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RAILFAN EVENTS

BOSTON, MASSACHUSETTS, January 28, 1989. "Snowflake Special" excursion to Deerfield, Mass., in the Berkshire Mountains using Amtrak equipment over Conrail trackage. Sleigh rides, cross country skiing and historic tours in Deerfield. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136; 617/361-4445.

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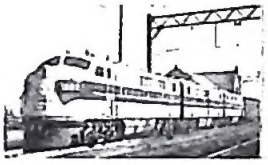

MEMORIES OF THE LACKAWANNA RAILROAD
First-Generation Diesels
Circa 1961

• Includes ferry ride from New York to Hoboken • Alco switchers, Erie PAs, DL&W E-8s, & GP7s in Hoboken Terminal • Tour of Lackawanna mainline from Hoboken to Scranton with many views of the *Phoebe Snow* • Tour of Boonton Line from Croxton to Denville with Passenger and freight action including Trainmasters • Full Color • Filmed by Wilson Jones (30 Minutes)

MEMORIES OF THE ERIE RAILROAD
First-Generation Diesels
1958 – 1961

• Includes ferry ride from New York to Erie Jersey City Terminal with views of railroad marine traffic • Alco & EMD power in terminal • Tour of Erie mainline from Jersey City to Starrucca featuring Alco PAs, roadswitchers, & EMD E-8s on passenger trains, FT, F-3, F-7 units on freights • Commuter & freight action on the New Jersey & New York Branch (mostly Alco power) with many views of the classic stations on this line • Interesting variety of paint schemes (Erie and E-L) • Full Color • Filmed by Wilson Jones (30 Minutes)

THE NEW YORK & LONG BRANCH RAILROAD
Full-Length Documentary

• Mostly Pennsylvania Railroad steam with some first-generation diesels • Includes action on PRR & CNJ lines to South Amboy • Engine change at South Amboy from PRR diesels to K-4 steam locomotives • Raritan River Railroad steam at South Amboy • Tour of NY&LB to Bay Head featuring K-4 power, with *rare footage of restored K-4 1361* in regular service • Documentary with Complete Narration • Full Color • Filmed by Wilson Jones (60 Minutes)

THE MAGNIFICENT GG-1
Full-Length Documentary

• Includes historical overview of GG-1 development • Full coverage of GG-1s on passenger & freight trains in action between sunnyside yard & Philadelphia • Many paint schemes including red & green 5-stripe, green single-stripe, silver with red-stripe, plus PC, CR, Amtrak, NJDOT & restored units • Documentary with Complete Narration • Color, some B/W • Filmed by Wilson Jones, others (60 Minutes)

MEMORIES OF THE CNJ, B&O AND READING
Steam and Diesel

• Includes B&O Bus Connection from Rockefeller Center to NYC ferry terminal & ride across Hudson River • Bus turntable at CNJ terminal with several models of busses • CNJ & RDG steam, plus first-generation diesels (including B&O EA) at terminal • Onboard ride behind CNJ Trainmaster • Communipaw Engine Terminal • Newark Bay Drawbridge with steam & diesel action • Elizabethport activities • Mainline scenes include RDG *Crusader* & B&O passenger trains • Color & B/W • Filmed by Wilson Jones, Phil Imbro, with additional archival footage (30 minutes)

MEMORIES OF THE LEHIGH VALLEY RAILROAD
First-Generation Diesels
Late 50's – Early 70's

• Includes LV passenger trains pulled by PRR GG-1s to Newark • Engine change from GG-1 to LV Alco PAs at "NK" Tower, plus yard activity • Mainline scenes Newark – Leighton & other locations featuring Alco PAs on passenger trains, Alco FA, RS-11, C-420, "Snowbird" C-628, & EMD F-units on freights, plus a variety of switchers & cameo appearances by other off-line power at Easton • LV red, gray, & white paint schemes • Full Color • Filmed by Wilson Jones, others (30 Minutes)

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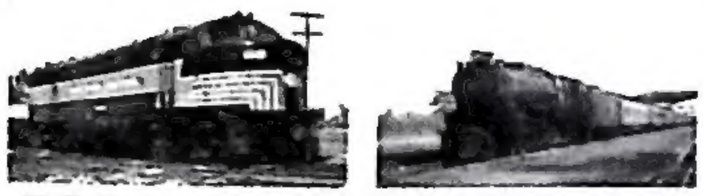

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miles of freight-only trackage including the Tumbler Ridge line. Stay each night in on-line communities. Fare US$695, includes transportation, lodging and many meals. Contact: Mountain Outin' Tours, Inc., P.O. Box 70, East Irvine, CA, 92650; 714/837-9061.

STOCKTON, CALIFORNIA, February 25-26. "Winterail '89" Railroad Photography Exposition & Flea Market at the Scottish Rite Temple, 33 W. Alpine Ave. Saturday 10:30am-9:30pm, Sunday 11:30am-5pm. This 11th annual event will feature the slide show "Five Decades on Tehachapi" by Tom Gildersleeve and Gordon Glattenberg. Other slide shows will be presented, and the flea market will be open on the 25th. Sunday will feature the flea market only. Saturday admission $10 by advance registration only. Sunday admission is $4 at the door only. Contact: Dave Stanley, Winterail '89, P.O. Box 30661, Stockton, CA 95213-0661.

BLUEWATER MICHIGAN CHAPTER NRHS, 1989 excursion season using the Chapter's passenger equipment. For specific details and prices contact (LSASE please): Bluewater Michigan Chapter NRHS, 1989 Trips, P.O. Box 296, Royal Oak, MI 48068; 313/399-7963.

March 17-19, VIA diesels Windsor to Toronto, Ontario.

May 6, GT diesels Royal Oak to Durand via Pontiac, Mich.; **May 20,** CSX diesels Livonia to Holland, Mich., Tulip Festival; **May 29,** Boblo steam boat trip from Detroit to Port Huron, Mich.

June 3-4, PM 2-8-4 1225 to Owosso, Mich.; **June 10-11,** N&W J 4-8-4 611 Pontiac, Mich., to Bellevue, Ohio, each day.

August 19, CSX diesels Grand Rapids to Grand Ledge, Mich.

September 2-4, PM 2-8-4 1225 Owosso to Chesaning, Mich.; **September 9,** GT diesels Royal Oak to Durand and Kalamazoo; **September 16-17,** diesels to Niagara Falls; **September 22-24,** GT, CM and/or D&M diesels Royal Oak to Mackinaw, Mich.; **September 30,** Saginaw to Port Huron, Mich.

October 7, GT diesel circle trip from Port Huron to Durand, Detroit and Port Huron.

INTERNATIONAL TOURS

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

Phillippines, January 17-February 4. "Steam in Paradise" with sugar mills at peak season.

China, May 13-30. Includes Changchun, steamy Julin Province, Anshan and Tangshan Steam Locomotive factory.

Zimbabwe, July 22-August 5. Garretts galore on the line to Victoria Falls.

TRAINS UNLIMITED TOURS and the Travel Experience, Inc., 1430 Myers Street, Suite H, Oroville, CA 95965; 916/534-8555, is organizing the following tours conducted by noted railfan Chris Skow. Contact them for details.

Argentina and Chile. March 5-26. Steam and fall foliage.

China, March 15-April 4. Mecca for steam.

Columbia and Ecuador. June 4-21. Steam in the Andes.

GREAT RAILWAY JOURNEYS of Trackpacker T-Rail Tours offers the following guided tours. Prices are US funds and include air, rail, hotel, sleepers and all "dinners in the diner." For more details, contact GTRY Journeys, 15940 N.E. 19 Ct., Suite #4, Miami, FL 33162; 305/940-TRIP, collect.

Canada, April 1-16. Over 5000 miles by dome across five time zones from Nova Scotia to British Columbia. Also ride RDC trains and three suburban electric systems. $1977.

Great Britain, April 21-May 7. Three dozen runs on gauges from 2 to 7 feet. Ride the world's earliest route, steam narrow gauge lines, museum runs, cab rides and more. $1977.

RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7566 Main Street, Sykesville, MD 21784; 301/795-7447.

Tampa, Florida, January 7-8, Florida State Fairgrounds.

Fort Lauderdale, January 14-15, Broward Community College.

Bensalem, Pennsylvania, February 18-19, Philadelphia Park.

Monroeville, Pennsylvania, February 25-26, Pittsburgh Expo Mart.

Timonium, Maryland, March 18-19, Timonium Fairgrounds.

GREAT AMERICAN TRAIN SHOW. All shows are 1-7pm on Saturday, 11am-5pm on Sunday and feature operating layouts. Admission is $4, kids under 12 are free. Contact: GATS Limited, 312/834-0652.

Portland, Oregon, January 7-8, Multnomah County Exposition Center.

Oakland, California, January 14-15, Oakland/Alameda County Colosseum.

San Diego, California, January 21-22, San Diego Convention Center.

Pomona, California, January 28-29, Los Angeles County Fair & Exposition Center.

St. Louis, Missouri, February 4-5, Keil Auditorium, 1400 Market Street.

Phoenix, Arizona, February 4-5, Phoenix Civic Plaza.

Dallas, Texas, February 11-12, Dallas Convention Center.

Milwaukee, Wisconsin, February 18-19, The Mecca, 500 West Kilbourn Ave.

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Photo Doug Jones

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Richard H. Kindig is famous for his steam era photographs but in 1971 he began taking 16mm color movies of diesel powered trains. This video features films from 1971 and 1972. **UNION PACIFIC** Includes E8, F9, GP9, GP30, SD40, SD45, "Centennials", DD35, U50C. Filmed Cheyenne to Green River, Wyoming. Also see steamer "8444" on excursions. **BURLINGTON NORTHERN** Trains north of Denver and switching in Denver. **AMTRAK** Burlington stainless steel E units and U.P. E units on trains with cars from UP, SP, NP, GN, BN, and CZ. **DENVER AND RIO GRANDE WESTERN** Freights west of Denver and F units on RGZ. Narrated by Rege Cordic. Dubbed sound. Approximately 35 minutes in color plus previews. **$39.95.**

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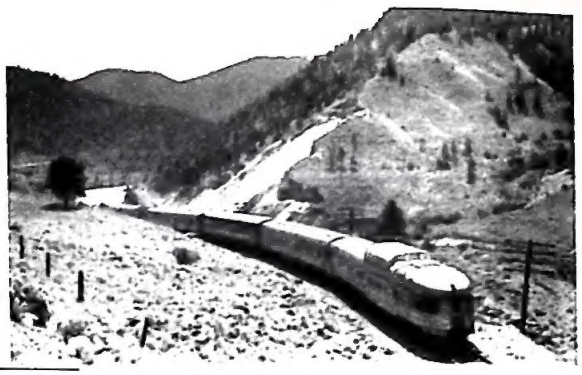

APRIL 2-MAY 4, 1989 MEXICO/COPPER CANYON/TEXAS RAIL TOUR. Circle tour of Mexico by the "Star Service" trains of the N de M. San Antonio-Corpus Christi by coach, Texas Mexican RY train to Laredo, then N de M Nuevo Laredo to Mexico City. 3 nights Mexico City, full sightseeing of the pyramids/city. Day train trip to San Miquel de Allende. El Tapitio train to Guadalajara, with sightseeing. Proceed to Mazatlan, staying og the beach at the Tropicano Coach to Los Mochis, then ride full-length Copper Canyon RY Los Mochis-Divisadero-Creel-Chihuahua, with overnight on the rim of the canyon enroute. See Pancho Villa's home, then N de M Autovia train to Juarez and transfer to El Paso. 1st Class sleepers on all night segments. From $1899.00 per person, double.

APRIL 8-20, 1989 NEW ZEALAND RAIL TOUR. Join 3rd annual rail exploration of both islands, escorted by Vic Prestige, retired chief trainer of engineers for NZR. Visit Auckland, Rotorua, and Wellington on the North Island, riding the Silver Fern railcar and the steam Glenbroke RY. Visit Picton, Christchurch, Arthur's Pass, Greymouth, Haast Pass, Queenstown, Milford Sound, Dunedin and Taieri Gorge on the South Island, riding the Tranz Alpine Express, the Southerner, the "Connoisseur's Coach" on the Picton Express, the Taieri Gorge Ltd. and the steam-powered Kingston Flyer. Sail Lake Wakitipu on the 1912 coal fired TSS Earnslaw. Visit the Ferrymeade Museum. Cruise Milford Sound. Land tour from $2099.00.

APRIL 21-MAY 7 AUSTRALIA RAIL TOUR. Ride the legendary name trains and tour the land and cities "Downunder". Fly to Cairns, then cruise the Great Barrier Reef, ride 2 foot steam Balley Hooley RR, the Kuranda Gorge line, and go in 1st Class sleepers with meals on the deluxe narrow gauge Queenslander to Brisbane. City tour and visit to Lone Pine Koala Sanctuary, then Brisbane Ltd, with sleepers, to Sydney. City tour, train trip to Blue Mountains to ride the steam Zig Zag RY, then ride the renowned Indian Pacific in 1st Class sleepers with all meals across the "Outback" to Adelaide. City tour, then take the luxurious Overland, a broad-gauge express, overnight to Melbourne. City tour, with dinner and wines, on the Colonial Tram trolley, Steam-powered Puffin Billy thru the hills, then the Intercapital Daylight to Canberra. See the billion dollar new Parliament, and ride the rail car to Sydney. Extensions available to Ayers Rock and Perth. Land tour from $2199.00 ($2099.00 combined with New Zealand).

APRIL 25-MAY 8, 1989 SPAIN BY TRAIN TOUR. Circle tour of Spain, using RENFEE Talgos and local services for all intercity segments—featuring 4 nights at the Paradors, including a 3 night stay in the Parador of Carmona, located in a Moorish Palace. Fly to Madrid, see the city,, the El Escorial Palace, the Prado, El Greco's Toledo and Royal Palace. Talgo train to Grenada, to see the Alambra and Generalife Gardens. RENFEE mountain line to the coast at Malaga, then visit Jerez. 3 nights in Carmona—day trips to Seville and Cordoba. See Alcazar, the Mosque/cathederal and a flamenco dinner-show. RENFEE express thru the mountains and along the coast to Barcelona, for city tour and free time to visit the Pyrenees. Talgo Express back to Madrid. Land tour from $1899.00.

MAY 23-JUNE 1, 1989 Alaska Rail Tour. Ride Alaska RR on Superdome Midnight Sun Express, and narrow gauge White Pass and Yukon. See Denali National Park, cruise to Portage Glacier, and inside Passage from Skagway to Juneau. Fairbanks sternwheeler cruise, tours of Anchorage, Fairbanks, Juneau, and Alaska Highway tour. Special value tour from $1799.00. Add a 4 night/5 day Juneau-Glacier Bay-Sitka-Vancouver Holland America cruise from only $2429. Basic tour includes air round trip from Seattle. Cruise version includes air from Seattle. Cruise version includes air from Seattle, cruise home.

MAY 26-JUNE 11, 1989 Scandinavia/Baltic Sea Rail Cruise Tour. Circle tour of Scandinavia by 1st Class train, deluxe cruise ferries, fjord steamer, and coach. Tour Helsinki, take Repin train to Leningrad, see Petrodoverets Palace and the Hermitage. Cruise to Stockholm, visit the city, the Wasa ship and cruise the islands. Express train thru the Swedish lakes and across the water by ferry to Coppenhagen, for a city tour, visit to Elsinore and evening at the Tivoli Gardens. Cruise to Oslo, tour the city, then take the Bergen rail line across the mountains. Ride the Flam Line and stay on the fjord. Cruise the Sognefjord to Gundvangen, drive over the mountains to Stalheim and Bergen, seeing the stave church, riding inclined rr and visiting Grieg's house. Land tour includes 1st class rail and ships, deluxe hotels, all sightseeing and 82% of all meals, from only $3299.00.

JUNE 15-17, 1989 COLUMBIA GORGE RAIL-STERNWHEELER CRUISE TOUR. Cruise by sternwheel the MV Columbia Gorge the full length of Columbia River Gorge, Portland to Cascade Locks, passing Crown Point, Mt. Hood, the Bridge of the Gods, Beacon Rock, Multnomah Falls and the Bonneville Dam. Traverse the Bonneville Locks, ride the Hood River RR, Amtrak's Superliner the Pioneer, and Portland's MAX light rail line. Stay 2 nights at the landmark Benson Hotel. Enjoy the renowned "Farm Breakfast" banquet at the Columbia Gorge Hotel. Tour from $399.00.

JULY 8-21, 1989 COLORADO AND UTAH BY RAIL TOUR. Ride the California Zephyr Superliner; plus the Central City and Blackhawk; Georgetown Loop; Leadville, Colorado and Southern; the Cumbres and Toltec RR; the Durango and Silverton (in a private parlor); the Royal Gorge Scenic RR; the Pikes Peak Cog; the Cadillac and Lake City; a chartered train on the Great Western RR; the Heber Creeper and visit the Colorado RR Museum and the Golden Spike National Historic Site. Tour Rocky Mountain and Mesa Verde National Parks. Visit Alpine Tunnel and Marshall Pass by jeep. Follow Rio Grande Southern route over Lizard Head Pass. See Black Canyon of the Gunnison. Stay at the Victorian General Palmer House and spectacular Far View Lodge. Great railroading and great scenery from $1399.00.

JULY 24-AUGUST 7, 1989 WILDERNESS RAILS EAST TOUR. See Maine, the Maritimes, Quebec and Labrador by train, ferry, horse-drawn carriage, tall ship and coach. Travel from Boston, seeing the Seashore Electric Museum, the 2 foot Boothbay Railway Village and riding the Belfast and Moosehead Lake. Visit L.L. Bean. Enjoy a clam bake. 2 nights in Bar Harbor, touring Acadia National Park, with a windjammer cruise. CN-Marine Atlantic ferry steamer to Yarmouth, then comprehensive VIA RAIL Canada trip thru the Maritimes. Ride VIA dayliners and domeliners Yarmouth-Grande Pre; Truro-Sydney: Halifax-Moncton; Moncton-Campbelton; Carleton-Gaspe; and Chicoutimi/Jonquiere-Montreal. Ride the isolated Quebec, North Shore and Labrador RR to Labrador City, Tour Halifax, Moncton, Sydney, Louisbourg, Grande Pre, the Gaspe, Forillon National Park, the St. Lawrence North Shore, Labrador City/Wabush and Quebec City. Cruise the Sagunay River Fjord. This tour has never been offered before and has a land cost from only $1999.00.

AUGUST 8-24, 1989 THE GREAT TRANS CANADA RAIL EXPLORER TOUR. VIA RAIL Canada coast to coast—out via the CNR and back on the CP. Tour Toronto, Winnipeg, Jasper National Park, Prince George, Barkerville, Vancouver, Victoria, Butchart Gardens, Yoho and Banff National Parks and Calgary. Ride the VIA RAIL Canadian and Super Continental domeliners, plus the Skeena and the Malahat Dayliner. Ride full-length of BC Rail mainline from Prince George to North Vancouver, in Cariboo Class RDC with meals, plus the Royal Hudson steam run. Lake Louise and Calgary Heritage Park. 22 places only! 1st Class sleepers included, from $1999.00.

SEPTEMBER 19-OCTOBER 2, 1989 SWITZERLAND BY RAIL TOUR. Really see the Alps, by standard and narrow gauge train, cog and inclined railway, lake steamer, coach and trolley car. Swiss Air to Zurich, then a city tour by 1920's Golden Tram trolley. SFR express, with lunch, to St Moritz for 2 nights. Bernina Pass line to Tirano—highest adhesion line in Europe. Glacier Express narrow gauge route across the country St Moritz-Zermatt, for 2 nights, with lunch enroute in 1920's diner. Ride Gornergrat RY (rack line) to view the Matterhorn. SFR express to Montreaux, to ride steam Blonay-Chambly RR, see Chillon Castle, and ride the dome car Panoramic Express over the Golden Pass. 4 nights in Interlaken, with train to the Jungfraujoch—highest rail station in Europe, cruises on lakes Thun and Brienz, tour of Berne and ascent of the Rothorn by steam Brienzer Rothorn Bahn cog rr. Brunig Pass narrow gauge SFR line to Lucerne for 3 nights, with cog rr rides to Rigi and Pilatus, lake cruises, city tour, and visit to the Swiss Transport Museum, plus dinner and folklore show at the Casino. Land tour from $1999.

SEPTEMBER 23-OCTOBER 7, 1989 CANADA'S WILDERNESS TRAINS/POLAR BEAR EXPLORER TOUR. Travel to Churchill at polar bear time, plus ride VIA RAIL domeliner The Canadian and the comfortable Hudson Bay. Ride the Ontario Northland ex-Swiss TEE The Northlander, and Polar Bear Mixed to Moosonee. Ride the full length of the Algoma Central RY Hearst to Sault Ste Marie thru the Agawa Canyon. Tour Toronto by PCC trolley car. See Winnipeg, Cochrane, Mackinac Island, Sudbury, Sault Ste Marie and Sault Locks, Moosonee and Churchill. See polar bears by tundra vehicle. Tour to Eskimo Point in the Northwest Territory. Tour Toronto to Winnipeg from $1499. Full tour to Churchill from $2599.

SEPTEMBER 30-OCTOBER 15, 1989 GRAND FALL/ERIE CANAL RAIL-CRUISE TOUR. Ride Amtrak; the Cape Cod and Hyannis (with brunch in the diner); the 2 foot steam Edaville RR; the steam Valley RR (with a river packet cruise); the Branford Electric RY; the Arcade and Attica steam line; the Tioga Central; the Delaware and Ulster; the Lamoille Valley RR (thru the last rr covered bridge), and the Green Mtn RR—all at the fall color peak. Stay in country inns in Connecticut, New York and Vermont. Tour Cape Cod, Mystic, the Hudson River Valley, Hyde Park, West Point, the Catskills, the Finger Lakes, Cooperstown, Lake George, Vermont and the Green Mountains. New this year is a 3 day cruise—all by day—Albany to Syracuse on the Erie Canal on the packet Emita II. 5 two-night stays enroute, including the legendary Mohonk Mountain House. Tour includes over 20 meals, from $1999.00.

OCTOBER 16-29, 1989 THE FALL FINALE RAIL/CRUISE TOUR—CANADA AND THE USA. Follow the colors. Tour the White Mountains. Cruise Lake Winnepesauke on the 101 year old MV Mt. Washington. Ride the steam Conway Scenic RR and Mt. Washington Cog RY. Take VIA RAIL Canada's fast LRC trains Montreal—Kingston; Quebec-Montreal-Ottawa; Ottawa-Toronto; and Toronto-Niagara Falls-Albany. Cruise the St. Lawrence River, 5 nights/6 days, with all meals and shore excursions, on the recreated river steamer Canadian Empress, thru the Thousand Islands, to Upper Canada Village, Montreal, Three Rivers and Quebec City. Tour Ottawa, Toronto, Niagara Falls (with a Maid of the Mist cruise), the Berkshires and Sturbridge Village. Round trip from Boston, with 2 nights at the Eagle Mountain House and at the Royal York Toronto, the 5 night cruise, and the 1770 Publick House Inn enroute, from $1999.00.

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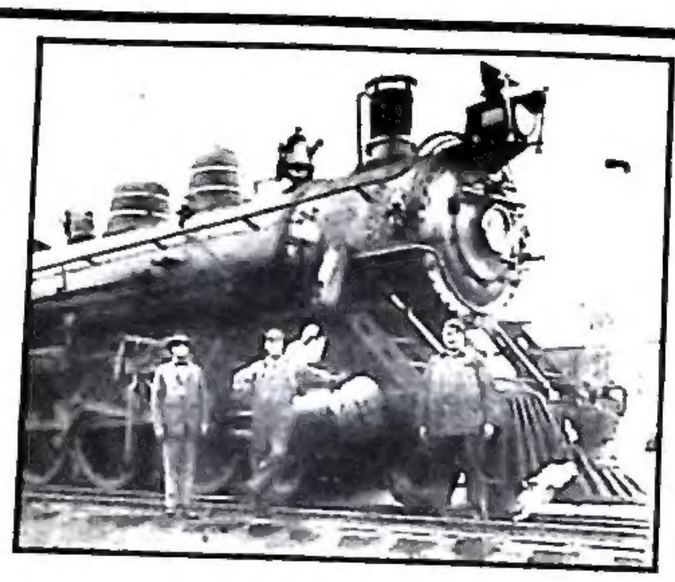

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Kansas City, Missouri, February 25 ... Kansas City Municipal Auditorium.
Dayton, Ohio, March 4-5, Dayton Convention Center.
Des Moines, Iowa, March 18-19, Veterans Memorial Auditorium.

CLEVELAND, OHIO, January 7. The West Park Model Railroaders train show at the U.A.W. Hall, 5615 Cheverolet Blvd., Parma, 10am-4pm. Adults $2, kids 6-12 50¢. Contact: Lewis Warren, 15313 Willman Avenue, Cleveland, OH 44135; 216/676-8120.

CHARLES G. GALLUS, P.O. Box 1036, Doylestown, PA 18901; 215/847-8749. Toy Train and Collectables Show & Sale 1989 season.
Penndale, Pennsylvania, January 7 and February 4. Firehouse Hall, 8am-1pm, admission $2.
Phillipsburg, New Jersey, January 14. Commodore Inn, 9am-2pm, admission $3.
New Hope, Pennsylvania, January 28 and February 11. Eagle Hall, 8am-2pm, Admission $3.

UNION BRIDGE, MARYLAND, January 8, 15, 22 and 29. The Western Maryland Railway Historical Society's N-Scale Model Railroad Display and Museum Open House 1pm-4pm at the WM crossing of Rte. 75 at Union Bridge. Free admission, donations will be accepted. Dress warmly, and hot drinks will be offered. Contact: WMRHS, P.O. Box 395, Union Bridge, MD 21791.

ELMONT, NEW YORK, January 15. St. Vincent DePaul Train Meet at the St. Vincent DePaul School auditorium 10am-4pm. Adults $3.50, kids under 12 free. Contact: Frank Deorio, 1510 DePaul Street, Elmont, NY 11003; 516/352-2127 or 516/486-6658.

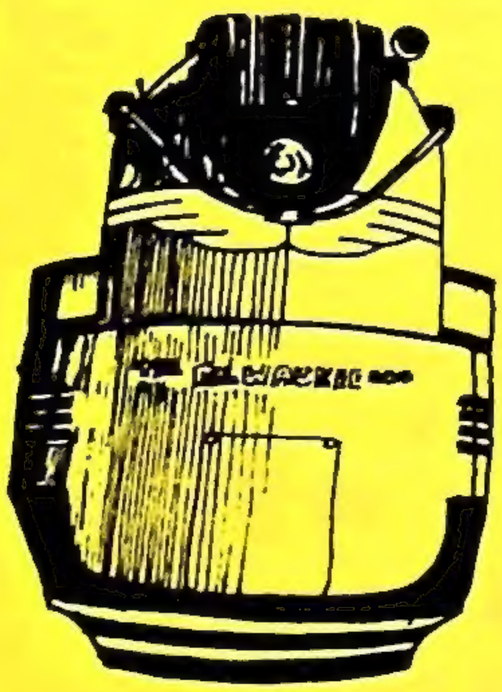
RALEIGH, NORTH CAROLINA, January 21-22. 2nd Annual North State Toy, Model & Hobby Show at the North Carolina State Fairgrounds off of I-40. Saturday 9am-6pm, Sunday 10am-5pm. Adults $3, kids 6-12 $1. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28025; 704/786-8373.

TITUSVILLE, NEW JERSEY, January 21, February 11 and March 18. The Titusville Fire House Train Show at the Titusville Fire House on Route 29 8am-1pm. Adults $2, kids free. Contact: Herman Lolstein, 21-7 Potters Place, Holland, PA 18966; 215/968-7630.

FALL RIVER, MASSACHUSETTS, January 22. Old Colony & Fall River Railroad Museum's 2nd Annual Railroad Show at the Municipal Veterans Memorial (formerly Bank St. Armory) 10am-4pm. Adults $2, kids 5-12 $1, under 5 free. Contact: Jay K. Chatterton c/o Old Colony & Fall River Railroad Museum, Inc., P.O. Box 3455, Fall River, MA 02722.

ST. CHARLES, MISSOURI, January 28. The St. Charles Model Railroad Club's 4th Annual Train Fair Show & Swap Meet at the Stegton Restaurant at I-70 and Fifth St., 9am-2pm. Adults $1, kids under 12 free. Contact: Jim Monroe, 129 Hunters Ridge, St. Charles, MO 63301; 314/723-3115.

TOY TRAIN COLLECTORS SOCIETY 1989 season. All shows 11am-4pm:
Utica, New York, January 29, Union Station. Contact: Jan Weilgosz, 818 Oswego Street, Utica, NY 13502; 315/733-9146.
Depew, New York, February 19, Hearthstone Manor. Contact: Ray Baer, 21 Princeton Court, Cheektowaga, NY 14225; 716/632-4918.
Rochester, New York, March 5, Downtown Riverside Convention Center. Contact: Jack McDonald, 67 Barons Road, Rochester, NY 14617; 716/342-6489.



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BOSTON, MASSACHUSETTS, February 5. Rail-a-Rama XI at the Florian Hall, 55 Hallet Street, 10am-4pm. Adults $1, kids 50¢. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136; 617/361-4445.

SPOKANE, WASHINGTON, February 5. The Spokane Model Engineers 13th Annual Swap Meet at the Sheraton Hotel downtown 10am-4pm. Adults $2, kids under 12 free with adult. Contact: Bruce Lochhead, N. 1617 Farr Road, Spokane, WA 99206; 509/535-2055 days or 509/924-9313 eves.

JACKSONVILLE, FLORIDA, February 11. The Southeastern Railroadiana Collectors Tenth Annual Railroadiana and Model Train Sale & Trade Show at Jacksonville's Prime Osborn Convention Center, 1000 West Water Street, 9am-4pm. Adults $3, kids under 12 free. Contact (LSSAE please): Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

HICKORY, NORTH CAROLINA, February 11-12. Toy Model & Hobby Show at the Country Adventures Convention Center on Hwy. 321 N.W., 10am-5pm each day. Adults $3, kids under 12 free. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28025; 704/786-8373.

WEST SPRINGFIELD, MASSACHUSETTS, February 12. The Amherst Railway Society's Annual Railroad Show & Sale at the Better Living Center on the grounds of the Eastern States Exposition, 10am-5pm. Adults $3, kids 5-11 $1, under 5 free. Contact: Robert A. Buck, 8 Bacon Street, Warren, MA 02083, 413/536-5318.

BURLINGTON, VERMONT, February 18. Burlington Railroadiana & Model Railroad Show at the Burlington Memorial Auditorium on U.S. Route 2 10am-4pm. Adults $2.50, kids 6-12 $1, under 6 free. Contact: Neil Korpi, 143 Hemlock Road, Milton, CT 05468; 812/893-4157.

STOCKTON, CALIFORNIA, February 25-26. "Winterail '89" Railroad Photography Exposition & Flea Market at the Scottish Rite Temple, 33 W. Alpine Ave. Saturday 10:30am-9:30pm, Sunday 11:30am-5pm. Flea market both days, slide show presentations Saturday only. Saturday admission $10 by advance registration only. Sunday admission is $4 at the door only. Contact: Dave Stanley, Winterail '89, P.O. Box 30661, Stockton, CA 95213-0661.

LAPEER, MICHIGAN, February 26. Lapeer Model Railroaders 5th Annual Model Railroad Flea Market at the American Legion Hall 10am-4pm. Adults $1.50, family $3.50. Contact: Joseph Biondo, 15680 Imlay City Road, Capac, MI 48014; 313/395-4966 after 7pm.

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LACKAWANNA COUNTY RAILROAD AUTHORITY REQUESTS FOR PROPOSALS

The Lackawanna County Railroad Authority hereby provides notice that it has entered into a Cooperative Agreement with the National Park Service whereby the Lackawanna County Railroad Authority will request proposals from qualified excursion train service operators and award a contract to operate the Steamtown National Historic Site passenger excursions for the May through October 1989 period.

Interested operators should call and write to Attorney Lawrence C. Malski at the following address to obtain a copy of the request for proposal documents from the Lackawanna County Railroad Authority:

Lackawanna County
Railroad Authority
701 Wyoming Avenue
Scranton, Pennsylvania 18509
Attention: Lawrence C. Malski, Esq.,
Executive Director

Telephone: 717-963-6676

Questions regarding this RFP will be answered by contacting the Lackawanna County Railroad Authority at the aforementioned telephone number. All RFPs must be submitted on or before February 17, 1989.

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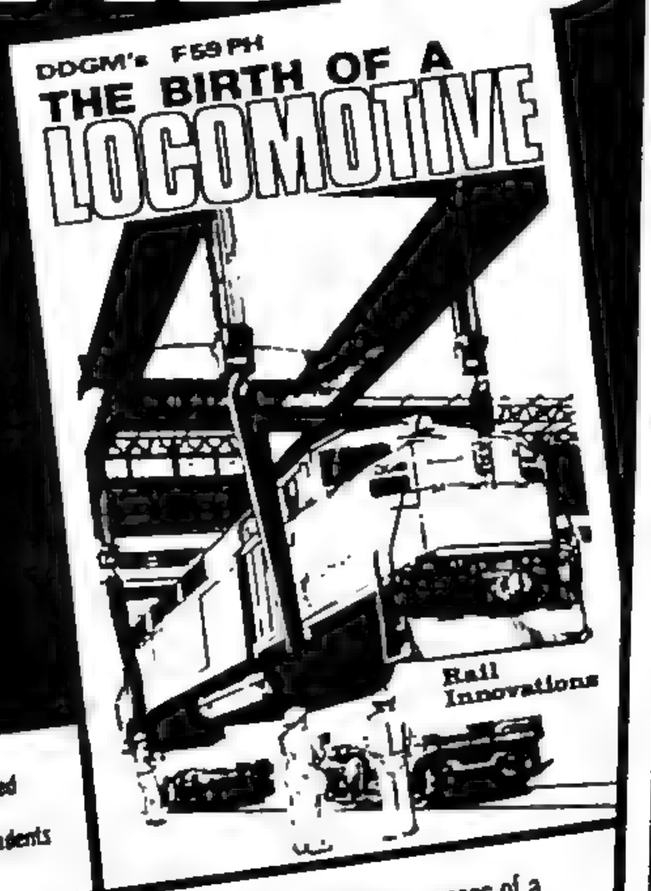

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RICHMOND, INDIANA, February 26. All Trains Flea Market at the National Guard Armory 11am-3pm. Adults $1, kids under 12 free. Contact: Larry Zeller, 4646 West U.S. Route 36, Piqua, OH 453456; 513/773-7186.

GREAT AMERICAN TRAIN MART. All shows are 10am-4pm and feature a layout of the month. Adults $3, kids under 12 free. Contact: GATS Ltd.: 312/834-0652.

San Francisco, California, February 26, Solano County Fairgrounds.

Los Angeles, California, April 2, L.A. County Fair & Expo Center.

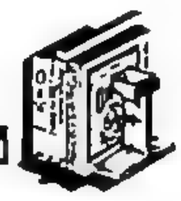
INDIANAPOLIS, INDIANA, March 4. Model Railroad and Toy Train Swap Meet & Sale at the St. Joseph Church 10am-4pm. Adults $1, family $2. Contact: Rudy Stanko, 8601 Stonewall Drive, Indianapolis, IN 46231; 317/243-7249.

BURLINGTON, VERMONT, March 11 [illegible] western Vermont Model Railroading Society's 2nd [illegible] Model Train Show at the South Burlington Middle [illegible] 10am-4pm. Adults $1.50, kids under 12 and seniors [illegible] under 6 free. Contact: Michael G. Saunders, 84 Aldis Street, St. Albans, VT 05478-1913, 802/524-4419 evenings except Wednesday.

LA CROSSE, WISCONSIN, March 11-12. The La Crosse & Three Rivers Railroad Club's 8th Annual Model Railroad Show at the La Crosse Center. Saturday 10am-7pm; Sunday 10am-4pm. Adults $2.50, kids under 12 free with adult. Contact: Marilyn Klawitter, Route 1, Box 247, La Crescent, MN 55947; 507/894-4787 or 608/782-2341.

EAST WAYMOUTH, MASSACHUSETTS, March 18. South Shore Model Railway Club Show at Weymouth North High School 9:30am-4pm. $2 admission. Contact: Bob Persson, 88 Peirce Road, Weymouth, MA 02188, 617/337-3812.

Railroadiana



Carstens Books

Vermont's Rutland Railway ceased operations with an employee walkout in 1961 and was succeeded by the Vermont Railway and the Green Mountain and Clarendon & Pittsford Railroads. The history and operations of these lines is the subject of our latest book, *Rails Beyond the Rutland*, by Philip R. Jordan. On the cover is a beautiful color photo of leased Vermont Railway GP9 751 guiding a Green Mountain freight through snow at Healdville, and inside are more than 100 black & white photos showing Rutland trains in the days of steam (including roster shots of various cars and locomotives), as well as more contemporary views with Alco, GE and EMD diesels. Special sections highlight such things as snow fighting equipment, passenger excursions and milk trains. A map and rosters for the Vermont and Rutland Railways and Green Mountain Railroad complete this informative and entertaining 76-page 8½"×11" album-format softcover, which sells for $12.95 from Carstens Publications, P.O. Box 700, Newton, NJ 07860-0700.

Carstens is also handling three new 8½"×11" album-format softcovers published by John Krause's Associated Artists of Dixie. *Old Dominion Steam-C&O* is a 64-page pictorial by Thomas W. Dixon, Jr., covering Chesapeake & Ohio's steam and early diesel operations in the Commonwealth of Virginia. Among its many nicely-reproduced black & white photographs are an action shot of a 2-8-8-2 and 2-8-4 doubleheading with a coal train on a stormy winter day in 1948; destined-for-fame 4-8-4 614 emerging from Blue Ridge Tunnel in July 1948; streamlined Hudsons and the enormous diesel-like M-1 steam-turbine-electric and much more. Published by J&D Studios, Inc., of Hampton, Va., it sells for $12.95.

Rails Along the Schuylkill by G.M. Heathcliff and Alvin K. Traz covers the Reading's steam and early diesel period in and around Philadelphia. Beautiful black & white photos show the streamlined *Crusader* 4-6-2, m.u. cars, A-B FT diesel sets, BM&R's T-1 2102 and many other Reading subjects. Publishers John Krause and Ed Crist have, as usual, done a fine job in their design of this 72-page softcover, which sells for $12.95.

Also now available from Carstens is *Ticket to Silverton* by Ed Crist, Ross Grenard and John Krause. Beautiful color photos of

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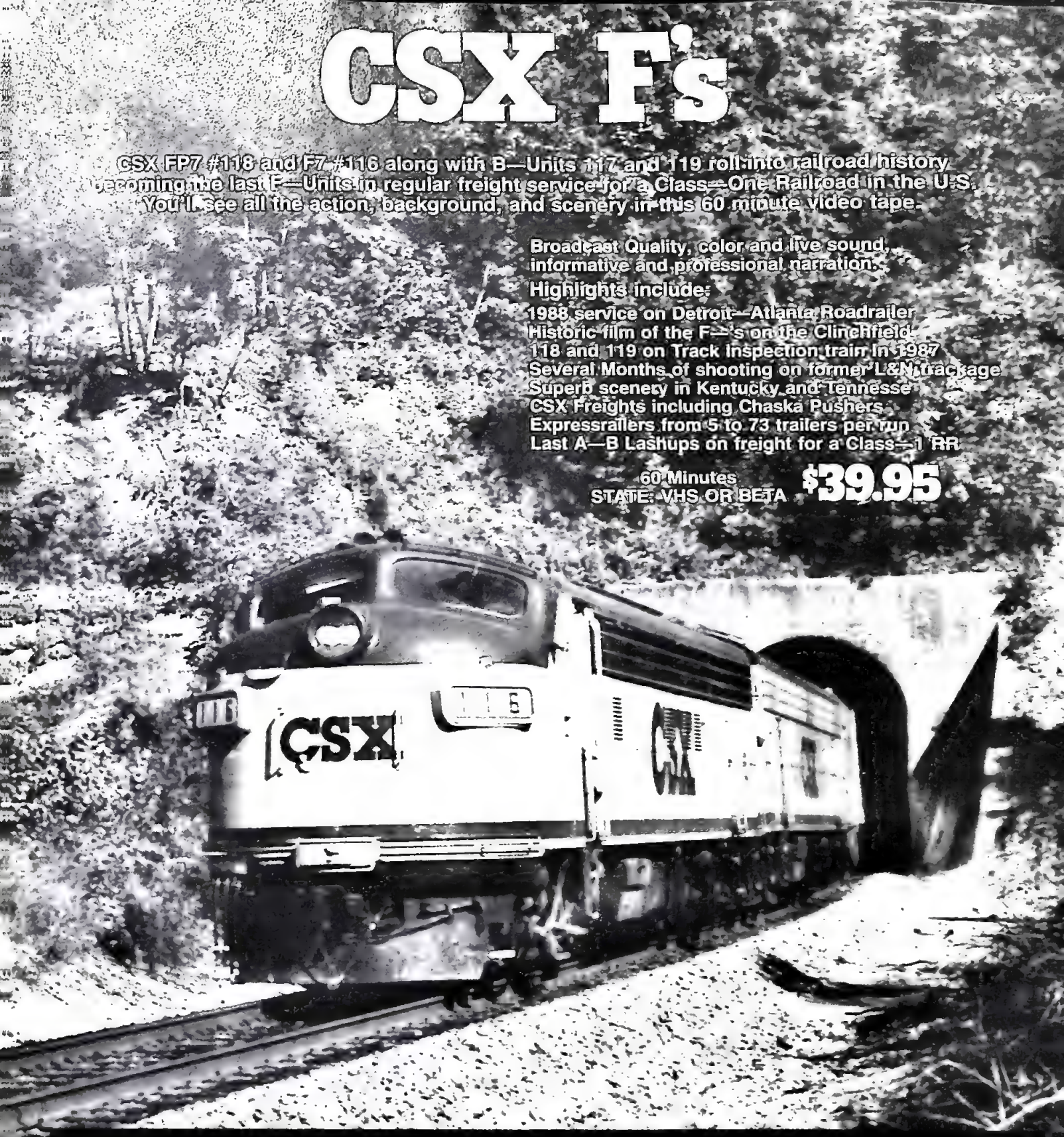

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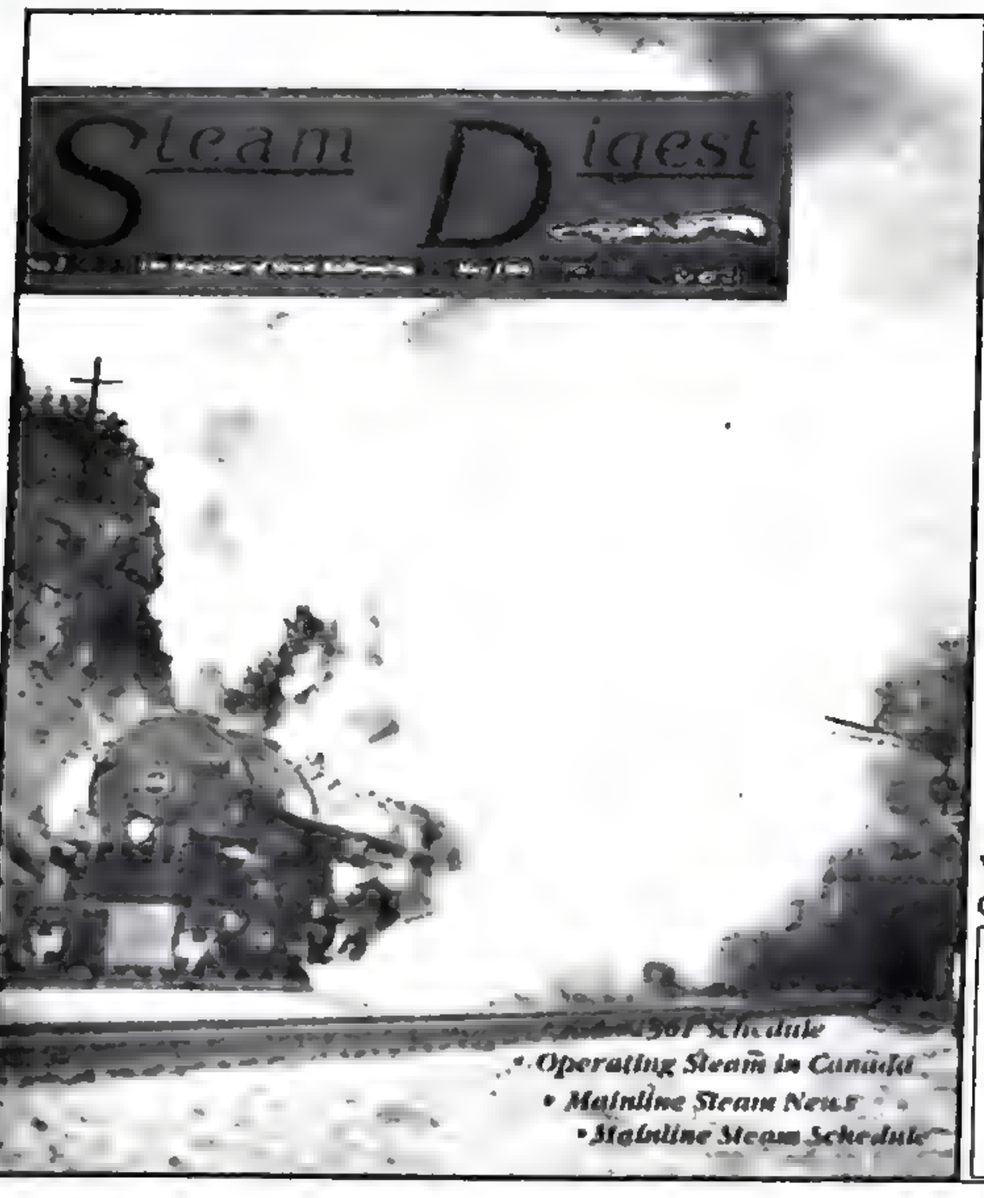

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Silverton narrow gauge steam from the past and in modern times adorn the cover, and inside are 48 pages of terrific black & white photos showing primarily the pre-1960s heyday of D&RGW's most famous narrow gauge branch line from breathtaking views of the Animas River Canyon to images of Durango over the years. While the book concentrates on the Silverton line, there is also realted coverage on such diverse topics as the Rio Grande Southern, the cattle trains on the Marshall Pass line, the Monarch Branch and "Hollywood on the Narrow Gauge." In addition to the resident K28s, you will see all classes of the 2-8-2s as well as various 2-8-0s and 4-6-0s plus a Galloping Goose. The book wraps up with a look at today's Durango & Silverton Narrow Gauge. It sells for $9.95 from Carstens.

Calendar Call

June 10, 1989, will mark the 60th anniversary of the *Empire Builder*, and Amtrak is celebrating with its 1989 wall calendar, which features a terrific Gil Reid painting of today's Superliner-equipped *Builder* sailing down the east slope of Montana's Marias Pass, very near the site depicted on page 64 of the December 1988 RAILFAN & RAILROAD. The 23½″×33½″ calendar is suspended from a metal hanger, and since it shows all of the monthly date blocks on one sheet, you can enjoy the combination of Amtrak's *Empire Builder* and majestic Rocky Mountain scenery all year long. Amtrak's 1989 Calendar sells for $5.00 from Amtrak Calendar, P.O. Box 7717, Dept. W, Itasca, IL 60143. Write them for information on discounts for multiple orders.

McMillan Publications' "1989 Santa Fe Calendar" is a beautiful 14″×22″ foldout containing 8¾″×12″ color photos of vintage and contemporary Santa Fe action. On the cover is articulated motor car M190 at Portales, N.M., and inside are more views from all across the system: Santa Fe and TP&W power in a premerger winter scene near East Peoria; a GP20/GP39-2 set running light on Kansas' Englewood Subdivision; the *Grand*

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The locomotives and other equipment preserved at the Colorado Railroad Museum in Golden are the subjects of the "Colorado Railroad Museum 1989 Calendar," with 6¾"×10¾" black & white images dating from the 1800s to the present. Photography by noted Rocky Mountain railfans such as Richard Kindig, Otto Perry, Bob Richardson, Ron Hill and others includes: D&RGW narrow gauge Consolidation 346 running cab-hop on museum property; CB&Q 4-8-4 5629 hustling a fast freight near Keenesburg, Colorado, in 1951; D&RGW Consolidation 318 on the armstrong turntable at Ouray; Consolidation No.1 near Lizard Head Pass in 1895 with business cars *Rico* of the RGS and *K* of the D&RGW; Galloping Geese Nos.2, 6 and 7 together in 1987; No.318 approaching Gunnison with a two-car passenger train in 1944; Manitou & Pikes Peak No.1 in operation in 1922; Colorado Midland observation car 111 in Eleven Mile Canyon with a wildflower excursion in 1912; Denver, South Park & Pacific 2-8-0 No.51 west of Alpine Tunnel in 1885; D&RGW 2-8-0 683 at Leadville in 1939; D&RGW K37 491 returning light to Chama after helping a train up to Cumbres Pass; RGS 4-6-0 No.20 in the snow near Rico in 1951; No.346 at a museum night photo session; Birney car No.22, DSP&P 191 and C&S snowplow 99201. Printed on heavy coated stock, the 12"×18" foldout features notations of Rocky Mountain railroad his-

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This collection is being offered in 35mm. duplicate color slide sets using Kodak Film and Kodalux Processing. All duplication is done in house and quality is guaranteed. Two fifty-slide sets will be offered in three month intervals. Each 50-slide set is $42.00. If both 50-slide sets are purchased, the cost of the combined set will be $80.00. In addition, several smaller sets, from 5 slides to 40 slides, will also be offered. No discounts are available and no partial sets nor single slides are available.

To have your name added to the mailing list, please send $3.00, and, as each set is offered, a corresponding description list will be sent to you. Two sample slides will be included with the first list. The first sets in the series (available at this time) are all Rio Grande Southern. These sets are distributed on a time-limited basis. To avoid missing one or more sets, we suggest you contact us as soon as possible.

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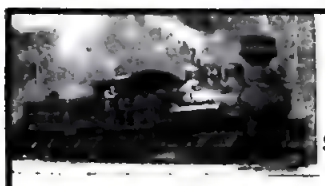

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TRACTION PUBLICATIONS **Joe L. Diaz**

WYOMING VALLEY TROLLEYS—STREET RAILWAYS OF WILKES-BARRE, NANTICOKE and PITTSTON, PENNSYLVANIA by Harold E. Cox is a 100-page 8½"×11" softcover telling the early history of the streetcar in Wilkes-Barre, including the first horsecar line in 1866 and the first electric car in March 1888. Starting with the early equipment, the readers will find more than 140 photographs depicting the cars in operation through the years.

An extensive chapter detailing the routes is complemented by many excellent operational views of the cars with descriptive captions. Making it all complete are two large trackage maps, printed on both sides and loose from the book. Wilkes-Barre operated a large variety of car equipment through the years, including several groups acquired second hand in the 1920s and '30s, which, in effect, modernized the fleet. The many details of car types along with good photos of each group are found in the chapter titled "Cars." Work cars are included. Additionally, the Harvey's Lake line and the original suburban operations are well covered. Because of the geography of the area, the Wilkes-Barre street railway system was vulnerable to floods, the results of which are chronicled.

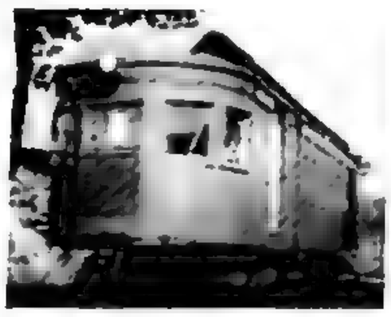
This is an outstanding book which the street railway fan will certainly enjoy. It's available for $12.50 postpaid from Harold E. Cox, 80 Virginia Terrace, Forty Fort, PA 18704.

Book Reviews

Passenger Train Annual-1988, compiled by Mike Schafer, published by Interurban Press, P.O. Box 6441, Glendale, CA 91205. 80 8½"×11" pages, softcover, $17.95 plus $1.50 shipping (Cal. res. add 6% sales tax).

Mike Schafer and the crew from *Passenger Train Journal* have turned out another winner in their long-running series of *Passenger Train Annuals*, which offer an entertaining and informative look back at the previous year's North American passenger train operations, with emphasis on equipment, fantrips, first and last runs, transit and most anything riding the rails with passengers on board. Overall, it's a pictorial album combining contemporary subject matter with an occasional glimpse of the more colorful pre-Amtrak era, but there's always enough "hard data" in the *Passenger Train Annual* to make it a worthwhile reference tool as well.

The 1988 issue starts out with front cover color shots of the N&W 1218, Amtrak's *Auto Train* and a Santa Fe warbonnet F alongside gleaming stainless steel cars. Pages 2-7 contain a chronology of 1987's major events, such as the tragic January 4 collision of Amtrak's *Colonial* with those Conrail locomotives at Chase, Maryland; Pennsy K4 1361's debut run from Altoona to Bellefonte, Pa., on April 12; British Columbia Railway's RDC excursions on September 13-19; the addition of an eighth *San Diegan* to L.A.-San Diego



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service on October 25; and much more. A two-page feature recaps the tenth anniversary celebration of the American Association of Private Railroad Car Owners, which drew 37 private cars and 360 guests to CSX's former B&O station in downtown Pittsburgh, Pa., October 8-11.

Well worth the price of the book in itself is the 24-page illustrated Amtrak equipment roster section. All rolling stock and self-propelled cars (including turbo trainsets) as of May 1, 1988, are listed, with road number, first Amtrak number (if different), prior owner and number, builder name and date, date of Head End Power conversion, car name and additional notes. It's surprising how much variety there really is in Amtrak's fleet: double and single door Heritage Baggage Cars along with those new boxcar-like Material Handling Cars; various Heritage Sleepers and the new Viewliner Sleeper; *Auto Train* trilevel car carriers; Heritage Domes and Superliners; ex-*Capitoliner* cab cars and, of course, the aircraft-like Amfleet series. *Not* listed are locomotives, work equipment and any cars in extended storage for disposition or conversion to HEP.

The *Annual* kicks into artsy mode with color and black & white imagery in segments titled "Night Train" and "Transit Pictorial." Among the fine photographs are night shots of SP&S Fs in Spokane and BN commuters at Aurora, Ill.; the 4449 in true SP passenger duty with the *San Joaquin Daylight*; and Long Island Rail Road m.u. sets at Jamaica station. What started with a Canadian rail tour by Edward, Prince of Wales, in 1860 and as recent as 1984 saw Queen Elizabeth II following suit is covered in "Canada's Rail Riding Royalty," while "Along the Heritage

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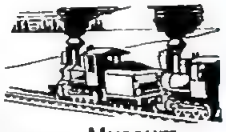

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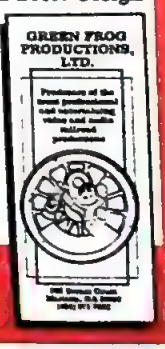

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The *Passenger Train Annual-1988* wraps up with two writings on the *20th Century Limited*, one a rather straightforward account of the train's life and death, the other a rather whimsical episode in the barber's chair aboard Amtrak's version of the *Century*, where noted rail artist Mitch Markovitz gets "The Shave of the Century."

There's something for everyone in this book. As stated before, the Amtrak roster itself is worth the price of admission, so throw in the 1987 chronology and all the great photo features and you've got one of the best passenger train buys of the year—B.K.

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RDG tape but is also produced from vintage movie footage, both black & white and color. The famous GG1 locomotive is traced from all phases of its history: PRR, Penn Central, Conrail, NJ DOT and New Jersey Transit. This program also features a restored sound track with narration and some background music. 60 minutes, $59.95.

Feature Reviews

"Three In Steam," distributed by Commonwealth Films, Inc., Department D, P.O. Box 26383, Richmond, VA 23260. VHS or Beta, 65 minutes, $39.95 plus $2.50 shipping.

This tape presents three separate public relations films made for Norfolk Southern and the Norfolk & Western: "Steam People" and "Going Home" were made by NS about today's excursion steam program, while "Modern Coal-Burning Steam Locomotive," was made for the N&W in 1945.

The first of the two modern films is "Steam People," which deals with the resurrection of N&W Class A 2-6-6-4 1218. A 20 minute film produced in 1988, it depicts the removal of the locomotive from the Roanoke Transportation Museum to the NS steam shop in Birmingham, Ala., and then conveys us on a highly imaginative journey with the 1218 through various types of locations (a run over a long steel bridge is a true work of art) and focuses on the 1987 NRHS Roanoke Convention. This last segment also includes views of Class J 4-8-4 611 at the Convention.

The movie works on giving the story of the 1218 from a "people" perspective, with numerous very short interviews and looks at various railfans (dignified New Yorker Walter Kaufman hides from the camera, and some twit proclaims "I wet my pants 15 times" at the convention runbys) interspersed with excellent views of the locomotive and the train; even the night photo session at Shaffers Crossing turntable is included. There is a small amount of narration where it is necessary to provide continuity, but the main theme of the movie is to develop the story through interview clips. The minimal music is tastefully done.

Taking a similar "people" orientation, "Going Home" is a 21-minute film produced by NS in 1983 which deals with the resurrection of N&W Class J 4-8-4 611. Vintage film footage provides a capsule history of the Class J with views of them in regular service and brief statements by people who were involved in the introduction and operation of the streamlined 4-8-4s. Then the film takes us to the restoration of the 611, from its removal from the Roanoke Transportation Museum to interviews with the workers at the Birmingham Shop. We then see the rebuilt 611 on her maiden run and her first voyage to Roanoke, with the engine's triumphant return to its birthplace.

A vintage 25-minute 1945 N&W production, "Modern Coal-Burning Steam Locomotive" is a postwar documentary giving an overall view of N&W operations at a time when the railroad was totally committed to steam traction. Particularly enjoyable is the thesis that modern coal burning locomotives are the ultimate of efficiency—one gets the impression that the N&W sensed the threat of the diesel even then and felt the necessity of making a case for the modern coal-burning locomotive. There are views of the shops where the locomotives are constructed, right down to the casting and machining of the rods. Also shown is the construction of the firebox and boiler, with J 602 as the subject. Then a typical run is shown, with the engine taking the *Cavalier* from Roanoke to Cincinnati, with many excellent views.

Of particular interest are the N&W's advanced engine servicing and turn-around procedures, with the entire process taking less than an hour. The film ends with views of the articulated A and Y classes on the road.

These films are of great interest and are professionally done. From a perspective of the documentary art form of cinematography, it is fascinating to see the difference between the 1945 and the 1980s films, with the newer films' greatly reduced narration and more emphasis on interviews.

From a railfan perspective, this is not "just another" 1218/611 tape. The photography of the originals is excellent, and the film to tape transfer is equally good. The company films (which were produced to have a much wider audience appeal) give a noticeably different perspective to the 1218 and 611 than do tapes produced solely for the railfan market. "Three in Steam" is definitely a recommended tape—RICHARD FOREST, ESQ.

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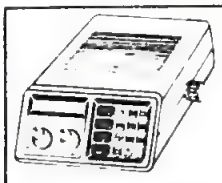

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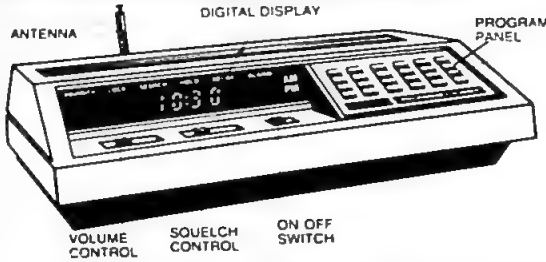

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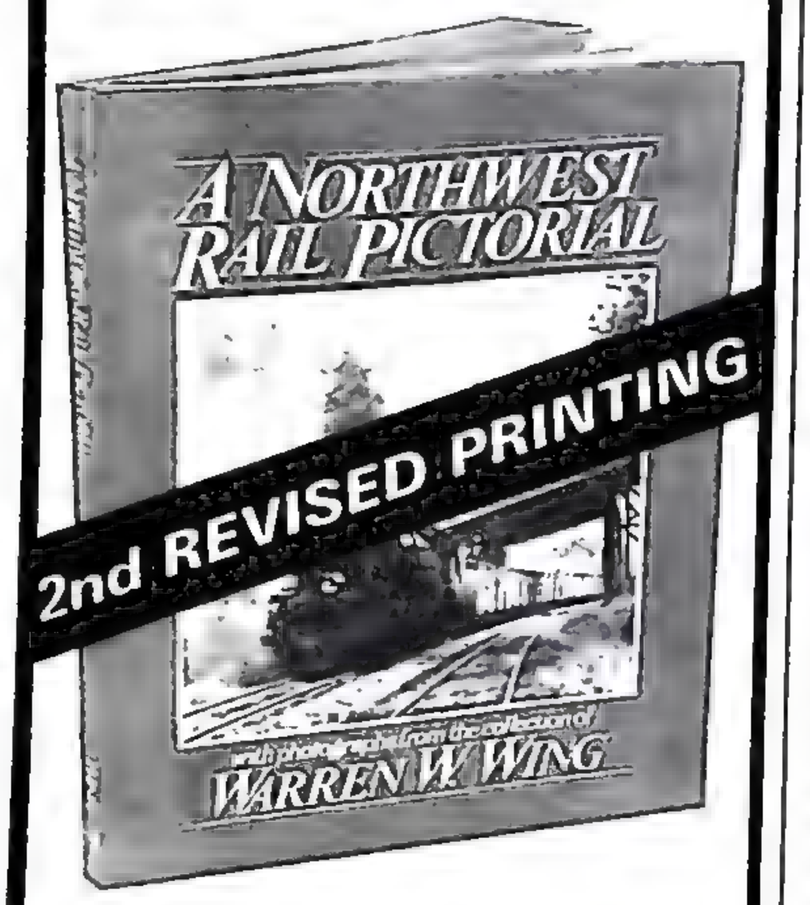

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Transit Currents

Toronto celebrates 50

There was an anniversary party for Toronto's PCC cars at the Canadian National Exhibition in August 1988, with car number 4000, the first Toronto PCC, on display. Fifty years earlier, its sister cars, 4001 and 4002, were in the limelight at the 1938 exhibition. At that time, number 4000 was at work in the Montreal plant of its car builder serving as a model for the PCC production crews.

In remarks at the 50th birthday of the Red Rockets (the Red Rocket name is the familiar appellation for the TTCs in Toronto) TTC Chairman Jeffery Lyons told the crowd that TTC is doing the background work on establishing a transit historical foundation. Legal and financial matters still have to be worked out, but the non-profit foundation would oversee the management of the historical artifacts of the TTC.

On the construction front, the Toronto Transit Commission in early September was about to approve an $868 million plan to increase capacity on the Yonge-University-Spadina Subway. An important part of this project would be the construction of a center platform at the Bloor Station on the Yonge Line so that the doors on both sides of the trains can be opened to permit passengers to get on and off at the same time. The aim is to cut delays at the Bloor station where dwell times now run to as much as 60 seconds. Computer control of train spacing is also expected as part of the project, expected to be completed in the mid-1990s. This should be a more cost effective undertaking than the suggested Downtown Relief Line between the Danforth Subway Line and Union Station.

A strike by cement truck drivers has delayed the completion of the Bay Street Tunnel for the Harbourfront LRT project for about two months. Nevertheless, track installation has been taking place in Queens Quay so that when the tunnel is completed the track work can continue relatively unimpeded.

Thanks to Gordon Young for the information.

From the NICTD board

At the outset let me state that I am a member of the board of the Northern Indiana Commuter Transportation District. I was appointed the governor's trustee on the NICTD board by Governor Otis R. Bowen in 1977 and continued to be reappointed by Governor Robert D. Orr. NICTD's task was to subsidize the commuter service of the Chicago South Shore & South Bend Railroad between South Bend, Indiana, and Chicago. NICTD is joined in its efforts by METRA, the commuter rail division of the Northeastern Illinois Regional Transportation Authority. Together the agencies have also undertaken over $70 million in capital improvements for the South Shore commuter service.

In 1984, the Chicago South Shore & South Bend Railroad was purchased from the Chesapeake System by the Venango River Corporation. In early 1987, Venango purchased the Chicago Missouri & Western from the Illinois Central Gulf; less than a year later the CM&W went bankrupt.

NICTD has been concerned about the sharp increase in South Shore costs under Venango ownership. We hired George S. Olive & Associates, a respected Indiana accounting firm, to audit the railroad. The audit for 1986 showed that South Shore owed NICTD money, and preliminary audits for 1987 and the first part of 1988 showed the trend continuing and that the South Shore apparently owed NICTD in excess of $1 million in the time period 1986 through early 1988.

In the late summer of 1988, the South Shore asked NICTD to pay the first premium on the passenger portion of the railroad's liability insurance, an expense usually borne by the railroad from funds derived from fares and operating subsidies. At our meeting of September 8, the NICTD board took the position that the railroad should use the money it owes NICTD to pay the premium and that NICTD should not, in effect, pay twice.

Through September and the first part of October the situation did not improve. There were negotiations between NICTD and the South Shore throughout this period but neither position changed. Finally, in the late afternoon of October 19, the South Shore admitted it owed NICTD and METRA $375,000 for 1986. Meanwhile, on October 17, the South Shore had petitioned the Interstate Commerce Commission to discontinue all passenger service effective October 22, 1988. An emergency board meeting was called for the evening of October 18.

At the emergency meeting, the NICTD attorney, Mike Harris, and NICTD General Manager Gerald Hanas, outlined the situation. Based on financial statements in the South Shore's petition to the ICC, it was shown that the South Shore had $8 million in assets and $15 million in liabilities. In plain terms, it appears that the South Shore is insolvent and cannot pay its bills. The railroad offered to withdraw its petition to the ICC if NICTD and METRA would pay the insurance premiums; moreover, the railroad would pay NICTD $65,000 in cash, turn over some assets to NICTD, and pay the remainder of what it agrees it owes NICTD for 1986 in four monthly installments.

The NICTD board rejected the offer as merely throwing good money after bad. The board, to make sure that the passenger service continued to serve the needs of Hoosiers in Northwest Indiana, instructed NICTD staff to pay the insurance premium if the ICC found in favor of the South Shore. The staff was also instructed to seek out other unsecured creditors of the South Shore and go to court to seek involuntary bankruptcy of the South Shore Railroad. There was also

BY GEORGE M. SMERK

years of "Red Rocket" PCCs

public discussion of NICTD acquiring the South Shore passenger service, using NICTD's powers of eminent domain, if necessary.

On October 21, 1988, the South Shore Railroad paid the insurance premium, and the passenger service continued without interruption. As of the week of October 25, the ICC had still not rendered a decision. Stay tuned.

Pittsburgh: The Library line

The Port Authority in Pittsburgh is proposing a solution to the difficulties created by pulling most of the old PCC cars out of service because of problems with the wiring. Modernized PCCs have continued in use along the Library line shuttling back and forth to connect with the new LRV cars at Washington Junction. The LRVs, however, can't be used on the Library line because they are too wide and the trolley wire is not properly set.

The idea PAT has come up with is to shut down the Library trolley line for 50 days so that the tracks may be realigned. Track centers are currently at 10 feet, a spacing which meets the clearance needs of the 8'-5" wide PCC cars which are 46'-6" long and weigh 18½ tons. The LRVs are 9'-5" wide, 82'-10" long and weigh 41½ tons.

The entire roadbed will need to be strengthened, shaped and stabilized and the tracks spread to a minimum of 11 feet apart from center to center. All the overhead wiring has to be adjusted, some of the poles and shelters have to be moved or modified, and a number of grade crossings and small bridges need to be widened. PAT claims this is a fast and dirty emergency solution to the problem, and not a part of the eventual upgrading of the old valley line through Overbrook. PAT hopes to shut the line down around the first of November 1988 and have it reopened before Christmas. Thanks to Jim Cerny for the news.

Los Angeles keeps digging

Despite various problems with the current construction of the Metro subway in downtown Los Angeles, the light rail line to Long Beach and the line along the Century Freeway, rail progress is being made in L.A., The financial aspects of the projects may cause even more trouble, with cost estimates for the second leg of the Metro subway from MacArthur Park to Universal City running $260 million above what Los Angeles County transit officials figure is available to them. The segment would cost $1.68 billion regardless of whether it is all subway construction or a combination of elevated and subway; only $1.42 billion appears to be available. The rapid transit extension is to run west along

TTC PHOTO

TORONTO TRANSIT COMMISSION Chairman Jeffery Lyons shared a special trolley cake with kids at the Canadian National Exhibition on August 30, 1988. It was commemorating the 50th Anniversary of the "Red Rocket" PCC cars; an era begun in 1938 with the prototype 4000, displayed in the background. During the 1950s, TTC had 745 such PCCs in service, with 77 remaining today. At the CNE ceremonies, Lyons announced plans to create a TTC transit museum for equipment and artifacts.

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Transit Currents

Wilshire Boulevard and then north through Hollywood to the San Fernando Valley.

A major problem in Los Angeles is the conflicting jurisdictions involved in the planning, construction and operation of the new rail transit system as well as the continuing operation of the extensive bus service. Involved are the Los Angeles City Council, the County Board of Supervisors, the Southern California Rapid Transit District and the County Transportation Commission. There are those who feel that the real mass transit and transportation needs of Los Angeles are falling between the chairs.

Even so, the tracks are now moving down Long Beach Boulevard. Construction there started in mid-April 1988, and in May the boulevard was widened and double track laid down the center from Willow Street to Ninth Street. From Ninth Street there will be a single track that will continue south on the boulevard as part of a long, single-track loop, turning west on First Street, north on Pacific Avenue and then east on Eighth Street back to Long Beach Boulevard.

Delays on the construction of the Metro rail system are numerous. Hazardous waste was discovered in the vicinity of Union Station, and at the Civic Center station, underground utilities were found in places where none had been expected. This required much reshuffling of the wood beam roadway and delay in the construction of the tunnel. At the Fifth and Hill Street Station, underground tanks containing hazardous waste were discovered and asbestos was also found in a utility tunnel. From Fifth and Hill to Flower and Seventh Streets the tunneling met a snag when several contractors threatened to stop work because of unfavorable soil data, and buried tanks were found in the area of the track maintenance shop so it was not able to be completed on time.

The San Fernando Valley area is having

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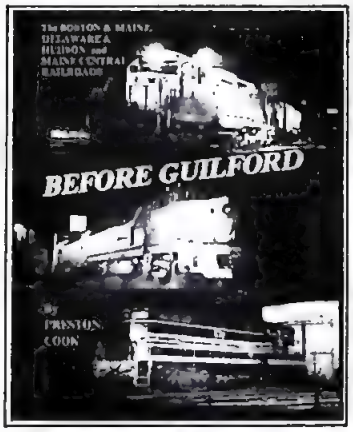

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trouble making up its mind on where, if at all, it wants light rail. A referendum was to be taken in June, but the Los Angeles City Council killed the referendum idea in mid-March. To add zest to the valley situation, Los Angeles County Supervisor Mike Antonivich promoted the idea of a monorail or magnetic levitation train that would operate along the Hollywood Freeway and the Ventura Freeway between West Lake Village and downtown Los Angeles.

Flashes

David Cosgrove and Alton Lanier sent some information on the McKinney Street Railway in **DALLAS**. Track laying commenced on McKinney Avenue during the summer of 1988. David Cosgrove says that three old trolleys were on hand on Sunday, September 11, 1988, including an open car that he believes came from Brazil. Word is that the line will be completed and opened to the public in 1989.

Unbonded rail joints and urine-soaked dirt around the rails created an unusual situation in **DAYTON** a century ago when the White Line Street Railway was off and running. The 600 volts used by the car would take strange paths back to the Washington Street power house. Mules used by the Oakwood Line (another company) began to hop, skip and tap dance when they stepped on their own rails in the vicinity of the rails of an electric White Line car.

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

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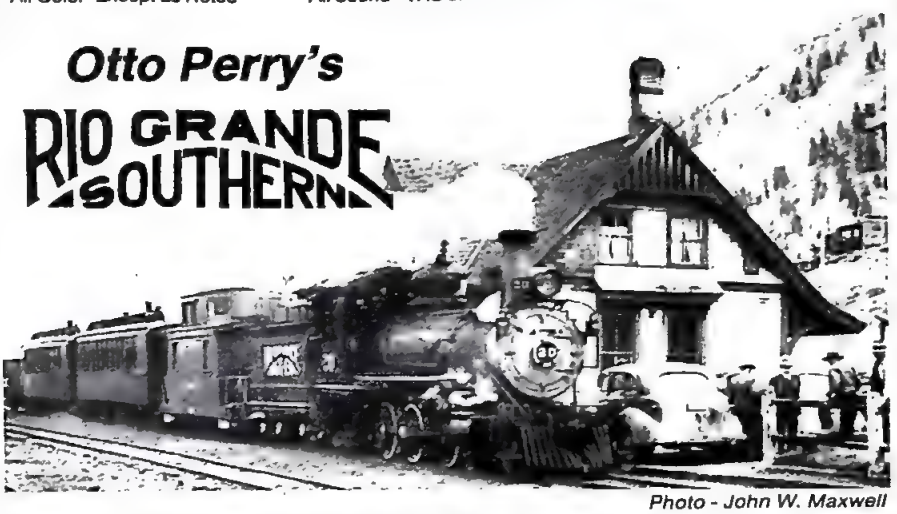

Photo - John W. Maxwell

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CANADIAN CARBODY UNITS Wide nose diesels from CN and CP are big news these days. CN "Draper Taper" cowl SD50F 5456 (see page 2) was on lease to the Santa Fe during October 1988 so that engine crews could evaluate its Canadian comfort cab features. If approved, the comfort cab and desktop controls will be included in Santa Fe's future orders from GE and EMD. Meanwhile, the Union Pacific has specified the "North American Cab" with narrow long hoods on its upcoming orders for 106 each EMD SD60s and GE Dash 8-40Cs. General Electric's B39-8W demonstrator 809, with the office-environment cab, went to the UP in late October for evaluation. (GE 809 is the test bed unit which was built in 1982 at B36-8 606 and rebuilt as B39-8 808 before getting the new cab and new number 809.)

While the Canadian National had pioneered the "Canadian Cab" units on both narrow-hood and cowl carbody units (the wide noses have also appeared on units for BC Rail, GO Transit and the only U.S. buyer to date, Providence & Worcester) the Canadian Pacific has stayed with very traditional SD40-2s and GP38-2s. However, this has changed with the delivery of 25 cowl carbody SD40-2Fs (see page 2) from GMD's London, Ontario, plant. Numbered 9000-9024, they represent CP's first venture into either cowl body or comfort cab power. In addition to an elongated Draper Taper behind the engineer's cab window, CP's SD40-2Fs have cab interiors for today's railroading with a conductor's desk, telemetry gear for end-of-train devices, a hot plate and refrigerator and even a proper flush toilet.

"GRAY GHOST" As of mid-November 1988, three CSX units had been repainted in the railroad's new simplified scheme of an all-gray carbody with blue trucks, road numbers and CSX logos. GP38-2 2618 (see page 2) emerged from the Huntington, W.V., shops in October wearing gray trucks but later returned to have them painted blue. C30-7 7012 was painted all-gray at Waycross, Ga., and was also re-shopped for blue trucks. Likewise for SD35 4531. CSX is going with the "gray ghost" scheme simply to eliminate the expense of applying blue paint to the roof and cab. At press time, there was no word on whether CSX will launch an all-out campaign to repaint its fleet or simply give the gray treatment to whatever units get shopped for repairs.

GLOSTER SOUTHERN The Southeast Louisiana Chapter NRHS operated an excursion over the Georgia Pacific-controlled Gloster Southern Railroad on November 5, 1988. The train consisted of GLSR CF7s 1501 and 1502 (ex-Santa Fe 2487 and 2612), the chapter's ex-Southern coach 1206 and an ex-ACL coach borrowed from the Mississippi Railway & Transportation Museum. On November 7, the vice president and 20 other officials from Georgia Pacific's Mid-Continent Wood Products Division rode an inspection trip over the GLSR using the same equipment.

The Gloster Southern is a 35-mile remnant of the old Illinois Central Memphis-Baton Rouge secondary main line, abandoned in 1985 and purchased by Georgia Pacific 15 months later (January 1987 RAILNEWS) to serve the plywood mill at Gloster.

GLSR expanded on November 1, 1988, with the addition of a disconnected 25-mile branch from Silver Creek to Columbia, Mississippi, formerly known as the Columbia & Silver Creek and part of IC's predecessor Gulf & Ship Island Railroad. Georgia Pacific's interest in the old Columbia & Silver Creek centers around GP's Columbia Chip-N-Saw operation on line at Goss, Miss. To service this branch, GP transferred SW900 907 from the Ashley, Drew & Northern to the GLSR, giving it new road number 903. Gloster Southern plans to spend $1 million on track rehabilitation and is expected to acquire another locomotive to back up the 903—LOUIS SAILLARD.

NIGHT PHOTO SESSIONS A very special part of the L&N Historical Society's 1988 convention in Birmingham, Alabama, October 14-15, 1988, was the pair of photo sessions with "L&N No.11," a repainted former-Republic Steel SW1. This effort was a joint project of the Heart of Dixie Railroad Museum in Birmingham (owner of the locomotive) and the Society. The museum task force repainted the locomotive while the Society supplied the paint and stencils. CSX Mobile Division officials generously granted permission for the photo sessions, which were staged at the former L&N roundhouse at Boyles Yard (see page 62). Society member John Craft conducted the flash-illuminated night session, and GP38-2 2500 was posed alongside the 11 for the daytime session. L&N's actual SW1 11 was retired in the mid-1960s; its "stunt double" was originally built for the Memphis Union Station Co. in 1942 and sold to Republic Steel in 1964.

The Ontario & Western Chapter NRHS 25th Anniversary celebration began on Friday, November 4, 1988, when restored NYO&W NW2 116, owned by Adelbert Button and leased to the NYS&W, was spotted in front of the former NYO&W station and general office building in Middletown, N.Y. The station clock and train order signal were restored and lighted for the occasion, and the station sign was borrowed from the O&W Chapter archives. The 116 was on display from Friday evening through Sunday afternoon. On Saturday, November 5, the Chapter presented to Delaware Otsego President Walter Rich a replica of the original trust plate from the 116. On Sunday, the Chapter operated its first rail excursion, named for the O&W's *Mountaineer Limited*, over the NYS&W between Vernon and Little Ferry, N.J., using Susquehanna DASH 8-40B 4006 (just back from rebuilding at GE), D&H GP39-2 7418 and six cars from the NYS&W and the Lackawaxen & Stourbridge—RON FLANARY (L&N) and DAVID ACKERMAN (O&W).

BURLINGTON NORTHERN U30C Gillette, Wyoming, is now the site of the Energy Equipment Exhibit, a permanent display dedicated to the interaction of the transportation, fossil fuel and electrical generation industries. A primary component of the exhibit is BN U30C 5802, which the railroad donated to the project because of the big GE's history of hauling coal trains out of the Powder River Basin. Built in 1972, the 3000-h.p. unit logged nearly 2.4 million miles and helped move 11,680,000 tons of coal during its 16-year life span. Burlington Northern's importance to the mining and petroleum industries can be measured by the fact that during 1987, BN's locomotive fleet used 510 million gallons of diesel fuel, making BN the second largest fuel consumer in the world, outdone only by the United States Navy!

BN'S DASHING ITS GEEPS With its high-horsepower road fleet pretty well filled out by SD40-2s, GP50s, B30-7As and leased SD60s and B39-8s, Burlington Northern has begun a massive rebuild program for its older four-axle power. As reported last month, five BN GP20s have been sent to Babbitt, Minnesota, where Ziegler, Inc., subsidiary Generation II is installing 2000 h.p. Caterpillar V-16 prime movers and other new components, but by far the largest contracts have been assigned to EMD and Morrison-Knudsen, who have split the task of remanufacturing 250 Geeps to Dash-2 standards for BN. So far, ten BN GP30s, seven BN GP35s, nine BN GP40s and at least 14 GP30s and GP35s of SP, UP, SCL, and Cotton Belt heritage have entered the rebuild program. Non-BN units are being picked up from scrappers and independent dealers to help fulfill BN's goal of rostering 250 such rebuilt Geeps. All of the units will leave EMD and M-K with rebuilt turbocharged V-16 prime movers and Dash-2 circuitry, becoming GP30R-2s, GP35R-2s and GP40R-2s. BN, on the other hand, is listing its rebuilt GP30s and 35s as "GP39-2s," reportedly for tax or book keeping purposes. One EMD source feels that this may cause problems when BN tries ordering parts for one of its R-2s as their systems are not fully compatible with the older GP39-2 hardware.

Externally, the only significant change to the Geeps will be a fresh coat of BN paint, although a number of CB&Q units will have their nose-mounted headlights replaced by a new twin-lens package between the number boards. M-K will release its rebuilds with new BN numbers: GP30R-2s and GP35R-2s in the 2800 series and GP40R-2s in the 3500 series. They should be returning to service in time to demonstrate BN's idea of "dashing through the snow" for the winter of 1988-89.

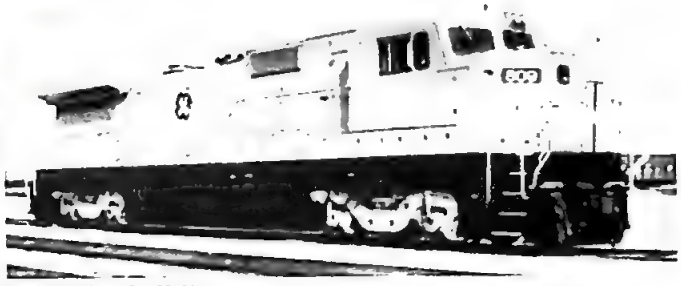
THE OTHER 819 A new short line in Indiana is the Carthage, Knightstown & Shirley Railroad, which operates on 24 miles of old NYC trackage (formerly run by the Indiana Eastern and Indiana Midland railroads) between Carthage and Emporia, about 33 miles east of Indianapolis. The track was purchased in April 1987, with operations beginning on October 31, 1987. The road's primary customer is Container Corporation, which ships paper products out of

UNION PACIFIC

BN PHOTO

BURLINGTON NORTHERN U30C 5802 was donated to the Energy Equipment Exhibit in Gillette, Wyoming; shown there in October 1988.

THE CANADIAN COMFORT CAB has been adapted by GE with a desktop console (left) on B39-8W 809, on the UP (below) on November 2.



JAMES MARCUS and JOHN BENSON

GLOSTER SOUTHERN CF7s 1502 and 1501, ex-AT&SF 2612 and 2487 respectively, are shown on November 5, 1988, about to depart Gloster, Miss., with a Southeast Louisiana Chapter NRHS excursion over its 35-mile line.

LOUIS SAILLARD

Carthage to the Conrail interchange at Emporia, a few miles south of Anderson. Several agricultural businesses provide potential for traffic development.

Ex-Indiana Harbor Belt NW2 8819 was purchased and repainted by the CK&S in a KCS-inspired livery, with one digit dropped to create the road number 819.

On Memorial Day 1988, the CK&S began a tourist train from Shirley to Carthage, departing Saturdays, Sundays and holidays at 10:30 a.m. and 2:00 p.m.—BEN KERR.

THE STEAMTOWN AUCTION More than a few eyebrows raised when a full-page ad for the Steamtown Foundation auction appeared in R&R and other railfan publications. Apparently that method of publicity worked, for over 100 railroad and non-railroad items were auctioned off in Scranton, Pa., on October 29, 1988, yielding a gross income of $258,000. In Vermont, the Steamtown Foundation claimed title to over 140 rail and 100 non-rail pieces of equipment. The National Park Service kept 30 steam and five diesel locomotives, 78 freight and passenger cars, and much of the shop equipment. Because of space, a complete disposition list cannot be printed here. However, we will touch on some of the larger ticket items. The CPR G5 4-6-2 1246 was sold to the Connecticut Valley Railroad Museum for $80,000; the CNR 4-6-0 1395 was sold to an individual from Michigan for $35,000. Both of the SD24s (880 and 6255) were sold to locomotive dealer George R. Silcot for $22,000 and $13,500 respectively. D&H RS3 4075 went to an Illinois individual for $17,000. GG1 4932 was sold to the Leatherstocking Chapter NRHS in Oneonta, N.Y., for $6600. The Chapter also bought the bells, horns and gauges for that GG1 which were auctioned as a separate lot. New Haven Trap Rock industrial 0-4-0T No.38 was sold to a Branford, Ct., individual for $5,300, while its sister, 0-4-0T 43, is being kept. The Massachusetts Electric 0-4-0T No.1, a 1905 Porter, was sold to a Pennsylvania man who intends to place it on display in a King of Prussia, Pa., shopping mall.

The passenger cars also brought hefty gains. The two former-Erie 1000-series heavyweight cars sold for $7,500 and $2,500 to NYS&W parent company Delaware Otsego. Two sleepers were also sold: the former-CB&Q *Sheynne River* went to an individual in Cape Cod, Mass., for $5,700, and the ex-AT&SF *Denehatso* went to Bill Furing of Golden Age Railcars for $3,500. Both sleepers were used in the 1974 movie *Terror Train*. Also, quite a number of former LIRR "Ping-Pong" open-window cars went between $100 and $500 each.

The reason for the auction is simple. The act of congress permitting the Park Service to take over the Steamtown Foundation stipulated that the Park Service could *not* purchase the Foundation's equipment, or the land in Scranton, or assume any of the Foundation's slightly greater than $1 million debt. Of that debt, roughly $800,000 is unpaid bank loans taken out to finance the move from Bellows Falls., Vt. A major part of the $200,000-plus balance was due to operating losses, and almost all of it is owed to local vendors.

The auction was held by the Steamtown Foundation as part of the first stage in getting the Steamtown National Historic Site process started. The $258,000 raised will go toward paying off the local debt. Lackawanna County, in which Scranton is located, will purchase the unauctioned equipment for $800,000 from the Foundation and then donate the equipment to the Park Service. The City of Scranton has agreed to donate the land and structures to the Park Service. In addition, NPS has entered into a cooperative agreement with the Lackawanna County Rail Authority to let a contract with an operator to run the NPS excursion for the first year only. This will help the Park Service to determine the cost of operating regular excursions in the future. All of the above events are expected to happen within the next few months, and NPS hopes begin steam excursions by Memorial Day 1989.

EX-CV RS11s The Winchester & Western of Gore, Virginia, took delivery of four ex-Central Vermont RS11s (see page 2) in October 1988. The 3605, 3606, 3609 and 3611 are the last of CV's RS11s to be sold off to other roads (see January '88 RAILNEWS; three went to the Lamoille Valley, two went to Genesee Valley Leasing and the 3603 remains on CV property in need of repair). Two of the four RS11s sold to W&W arrived wearing Quaboag Transfer paint. The Quaboag intermodal trains have ceased operation, the victim of the slow track conditions on the B&M/CV Connecticut River Line and tariffs on imported Canadian lumber; the ex-Conrail GP38s that displaced the Quaboag RS11s were returned to Helm Leasing and at last report were working on the Buffalo & Pittsburgh. Meanwhile, W&W continues its Alco tradition on its Virginia line, while its Bridgeton, New Jersey, operation uses GP9s.

IN FRESH PAINT In November 1988, National Railway Equipment's Dixmoor, Illinois, plant released newly-painted units for the Delta Southern and Buffalo & Pittsburgh (see page 2). B&P GP9 202 (ex-Chessie) was one of three shopped for the new 400-mile Genesee & Wyoming subsidiary (November 1988 RAILNEWS). Other B&P Geeps were painted in the handsome G&W colors at Meridian, Mississippi.

Next to the B&P 202 at Dixmoor was an ex-Santa Fe CF7 painted as Delta Southern 100, complete with two-tone paint patterned after New York Central's lightning stripe scheme. Delta Southern is a new short line established by NRE to operate 91 miles of ex-MoPac trackage between McGehee, Arkansas, and Tallulah, Louisiana, though reportedly operations have not yet begun. A company called the Dixie River Railroad had been negotiating to acquire the line (extending an additional 70 miles south of Tallulah to Vidalia) but was unable to come to terms before the Union Pacific abandoned it in July 1988. Two of the Dixie River units went to the Great Smokey Mountain Railway on the former-Southern Railway Murphy Branch in North Carolina, and GP7 200 is shown on page 62.

GREAT SMOKEY MOUNTAIN October 15, 1988, saw the startup of tourist trains on the Great Smokey Mountain Railway. The short line reinstated freight service to Norfolk Southern's 67-mile ex-Southern Ry. Murphy Branch between Dillsboro and Murphy, N.C., in September 1988 through a 25-year lease from the state, which purchased the line in July. The line's legendary steep grades may make freight hauling a motive power-intensive affair. Several tourist runs were made between Dillsboro and Bryson City during October using ex-UP GP7 200, four open air tourist coaches and a former N&W caboose (see page 62).

Additional equipment on the GSMR includes ex-BN GP7 1551 (nee-GN 651), five ex-Santa Fe stainless steel coaches acquired from New Jersey Transit, Graham County Railroad's former-L&N wood caboose and a second N&W caboose. Cars are being refitted for dinner train service, scheduled to begin in 1989. The two Geeps were acquired from the stillborn Dixie River Railroad operation out of McGehee, Arkansas. The Great Smokey Mountain is presently seeking a steam locomotive.

MONON-PAINTED Fs The Indianapolis Railroad Historical Society sponsored a round trip special over CSX (B&O) from Indianapolis, Ind., to Cincinnati, Ohio, on October 16, 1988, in conjunction with the Tall Stacks Riverboat Festival at Cincinnati. Although initial plans called for the use of NKP 2-8-2 587, the twelve-car train was run with the Indiana Transportation Museum's two Monon-painted F-units, 83 and 96 (ex-Milw. F7 83A and FP7 96C), providing just the right touch of streamlined class. See page 3.

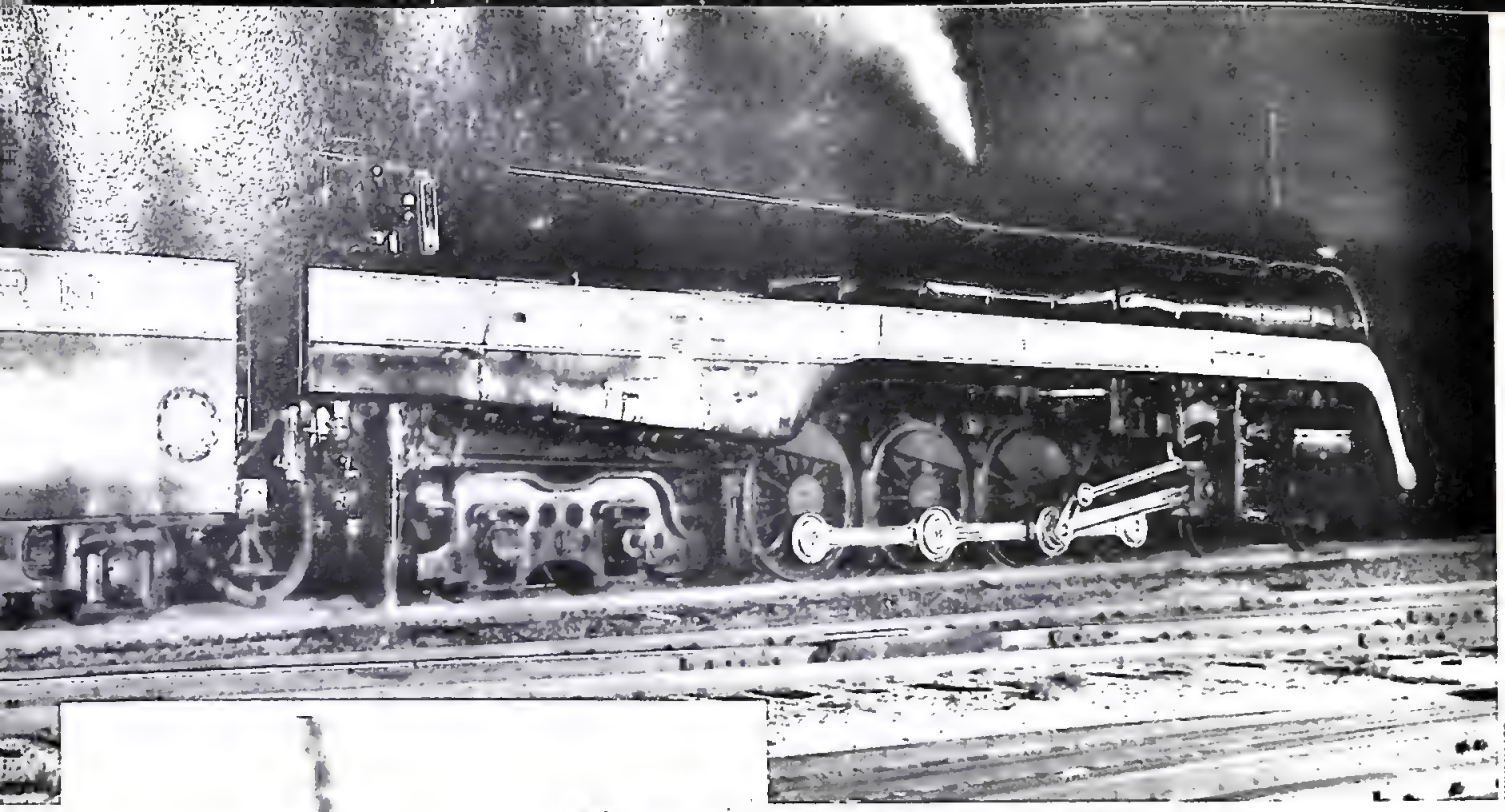
THE ANSCHUTZ SP The two proposed paint schemes shown on page 3 are among several being considered by SP's new management under Philip Anschutz. The SP developed the charcoal gray with Grande gold scheme and went so far as to have it applied to models by The Original Whistle Stop, a major Sacramento hobby shop. An example of other schemes that have been submitted is the simplified variation on SP's "Black Widow" designed by Joe Strapac and Jack Neville.

The SP's Sacramento Shops had a unit in gray primer that was having various patterns applied with tape; it would be photographed and then stripped again. To date, no locomotive has received any experimental paint job, although during November 1988 three SP units that were laying around Sacramento in gray primer fueled rumors that the new livery would soon debut. They have since been painted in standard scarlet and gray.

CHICAGO & NORTH WESTERN During October 1988, the C&NW began taking delivery of 20 ex-MoPac SD40s from VMV Enterprises of Paducah. The units are reported to be on lease until July 1989. C&NW modifications include the addition of the C&NW herald and rear number boards, though on some units (see page 3) the MoPac eagle remains on the long hood, standing in proudly for C&NW falcon—KEN CHURCH.

WHITE PASS & YUKON Passenger excursion service brought life back to the three-foot-gauge WP&YR (White Pass & Yukon *Route*) on May 12, 1988, following a 5½-year hiatus (May 1988 RAILNEWS). The railroad negotiated new contracts with the UTU and the Teamsters to haul tourists on a 20-mile segment between Skagway and White Pass, Alaska, stopping at the Canadian border. On September 12, 1988, a work train was dispatched from Skagway with the sole mission of performing minor track repair on the final 80 miles of the WP&YR line. Pushing north through part of British Columbia, the train reached Whitehorse, Yukon Territory, on September 22, the first train to call there in nearly six years. Two 90-class GE locomotives and other equipment that had been stored at Whitehorse were brought back to Skagway for overhauling. The 1950s-vintage GEs have been pressed into service rather than the newer (1970s) MLW DL535s, which are considered too large for the curvature on the railroad's south end. Stay tuned for further news on this landmark reopening—GREG NAZAROW.

THE RETURN OF THE J September 25 marked the Changing of the Guard in Norfolk Southern's 1988 steam excursion program. N&W Class A 2-6-6-2 1218 brought its last excursion train of 1988 down from Lexington, Kentucky, to Chattanooga, Tennessee, on September 24. The return leg of the trip was handled the next day by N&W Class J 4-8-4 611, fresh from her year-long overhaul at the Birmingham shop. The 1218 then ran to Birmingham where it was placed in hibernation for the winter.



MAX WALLACE

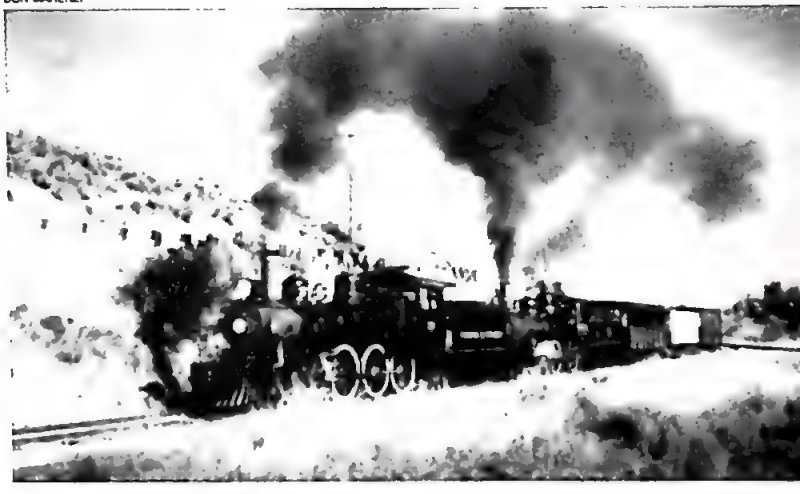
THE RETURN OF THE J came on September 25, 1988, in Chattanooga, Tn., when it took over for Class A 2-6-6-4 1218 (left) for the return leg of a Lexington, Ky., fantrip, shown departing Chattanooga. The 611 finished 1988 with a Max Wallace night session in Jacksonville, Fla., November 11.

STEVE FREER

GREG NAZAROW

WHITE PASS & YUKON 90-class General Electric diesels 99, 90 and 95 pose with WP&YR Mikado 73 at the Skagway, Alaska, shops September 2, 1988. The GEs returned to service after 5½ years of storage.

DON MARENZI



ALL STEAMED UP at the Nevada State Railroad Museum in Carson City on October 30, 1988, were V&T 4-6-0 No.25 and Fort Worth & Denver City 4-4-0 No.8, which ran a doubleheader around the museum's loop track.

Having just undergone its five-year FRA-required rebuild in which tubes were replaced and other boiler repair was done, the 611 handled the remainder of the 1988 steam program, wrapping up with a pair of round trips between Jacksonville, Fla., and Valdosta, Ga., on November 12-13. Dubbed "The 1988 Suwanee Steam Special," these final runs were sponsored by the North Florida Chapter NRHS and featured a night photo session at the Southern yard in Jacksonville on Friday, the 11th, conducted by Max Wallace. After investing in the overhaul of 611, it appears certain that the dynamic duo will be back in action in 1989.

ALL STEAMED UP The Nevada State Railroad Museum at Carson City hosted its Annual Virginia & Truckee Symposium on the weekend of October 29-30, 1988, highlighted by the steam-up of all three of its operable locomotives: V&T 4-4-0 *Inyo* (Baldwin, 1875); V&T 4-6-0 No.25 (Baldwin, 1905); and Fort Worth & Denver City 4-4-0 No.8 (Cooke, 1888), newly acquired from Short Line Enterprises. While the *Inyo* was opened for cab tours and made minor photo runs, the 25 and 8 doubleheaded a three-car train around the museum's trackage.

Other attractions included seminars, museum presentations and the display of newly-restored Nevada Copper Belt caboose No.3, known to many as V&T No.24, which was present on most latter day V&T trains. The caboose first ran on the Hocking Valley Railroad, then the NCB and finally the V&T. Restoration is continuing on Baldwin 2-6-0 *Glenbrook*, which was built in 1875 for the Carson-Tahoe Lumber & Fluming Co. and later ran on the Lake Tahoe Railway & Transportation Co. The museum has also acquired most of the remaining rolling stock from Short Line Enterprises, including several V&T cars—DON MARENZI.

PHOTOGRAPHY LOUIS SAILLARD, EXCEPT AS NOTED

Success in South Dakota

by Louis Saillard

The Dakota Southern, the Sisseton Southern and an unexpected Centennial.

At 11:20 a.m. on Friday, July 22, 1988, the Dakota Southern Railway reached Kadoka, South Dakota, with the first train since the Milwaukee Road ceased operation of the track in February 1980. The train consisted of SD7 512 (in its Rock Island inspired red and black livery) pushing the road's Jordan Spreader and pulling three ballast cars. In opening the road the work train had faced wind-blown dirt a foot above the rails in places and cuts filled chest-high with tumbleweeds.

Dakota Southern began operation in 1985 on 82 miles of abandoned Milwaukee Road branch trackage between Napa ("NAY-pa") and Platte, S.D. (see R&R May 1986, page 28). This track had been purchased by the state after large scale abandonments in 1980. In May of 1987, Dakota Southern expanded by taking over the operation of 188 miles of the Milwaukee's Rapid City branch from Mitchell to Kadoka. While the Platte line had not been operated since the Milwaukee pull-out, 67 miles of the new line from Mitchell to Chamberlain had been operated by Burlington Northern under a lease agreement with the state of South Dakota. The Dakota Southern took over the Chamberlain operation on May 15, 1987, and pushed restoration of service westward after replacing a burned trestle just west of the Missouri River near Chamberlain. In addition, Dakota Southern (reporting marks DSRC) obtained trackage rights from Mitchell to Napa (again, ex-Milwaukee track being operated by BN) to connect its two segments of railroad. Dakota Southern's operating mileage is now 340 miles.

With the additional track, more locomotives were needed, and DSRC purchased ex-Milwaukee SD7 522 and SD9 506 to help out the original ex-Milwaukee SD7 512. Dakota Southern also owns but does not operate one other unit of more than passing interest: ex-Union Pacific DDA40X Centennial 6925, now stored at Chamberlain. Dakota Southern President G. Alex Huff describes the purchase of the monster DD with one word, "speculation." The locomotive was bought off a UP scrap line at Omaha at a good price, and Huff thinks it can only appreciate in value. While there are no immediate plans to operate the giant, the railroad does not deny that this could be a long term possibility. Few parts specific to DD's were removed by UP, so restoration to operation is a possible, if expen-

si[illegible]roposition. Additionally, the company saw fit to buy a spare set of truck sideframes from UP 6906 as that unit was scrapped. Time will tell what the fate of 6925 will be, but for the present it continues to astound visiting fans who pull off Interstate 90 at Chamberlain to check on DSRC.

Since the DSRC track is largely 65-pound rail, track speeds are low and likely to remain so. With 340 miles of slow track in the system, DSRC expects to expand the locomotive fleet and lease two GP7s in the near future.

The Sisseton Southern

Dakota Southern management again increased its operations in July of 1987 when it contracted to operate 38 miles of ex-Milwaukee track between Sisseton and Milbank, S.D., where it connects with BN and Soo Line. The track is owned by SLA Property Management of Sisseton, a group of local shippers and investors and had been recently operated by Dakota Rail (see R&R November 1982). For this operation, a new company called Sisseton Southern was formed. To operate this trackage (all 60-pound rail in poor alignment) the company purchased a pair of GE 70-tonners from Iowa Terminal, along with a non-operational third 70-tonner for parts. The operational locomotives are No.75, originally Marianna & Blountstown (Florida) and No.76, originally Tidewater Southern (California), the latter still possessing her lighted number boards to show her Southern Pacific heritage. The ancestry of the third 70-tonner has been clouded by re-sales, but she is believed to have originally belonged to U.S. Steel. She carries Sisseton Southern number 77 but is not expected to ever be operated. The Sisseton Southern (reporting

AROUND THE GRAIN ELEVATORS of South Dakota, you're likely to find almost anything. On April 30, 1988, General Manager John Grotz and President Alex Huff were working on Sisseton Southern's 70-tonner No.75. The day before, ex-UP DDA40X 6925 (opposite left) was seen resting in storage on the Dakota Southern at Chamberlain. On January 24, 1986, Dakota Southern SD7 512 (below) had 50 empty hoppers in tow at Tyndall, on the company's original ex-Milwaukee Road Napa to Platte line.

G. ALEX HUFF IV

ON APRIL 30, 1988, Sisseton Southern's ex-Marianna & Blountstown 70-tonner No.75 was northbound at Corona, S.D., with four empties and two fertilizer loads. Under present management, neither DSRC nor SSOR have handled a boxcar.

marks SSOR) got under way with no fanfare at 4:45 p.m. on July 18, 1987, when 70-tonner 76 pulled 17 empty hoppers from Milbank to a grain elevator at Peever, 28 miles. The operation was busy from the start since Sisseton had been without rail service for about ten days since the end of operations by Dakota Rail. The line's local owners maintain the track and also fleet 70 hopper cars for use by on-line elevators. While traffic is seasonal, the variety of grains in the area keep the line operating year around. The locomotives are kept at Wilmont, approximately the mid-point of the line.

Both the Dakota Southern and Sisseton Southern rely almost entirely on outbound grain shipments for their livelihoods, with only an occasional inbound car of fertilizer or outbound scrap to add variety. Under their current management, neither railroad has hauled a boxcar, loaded or empty.

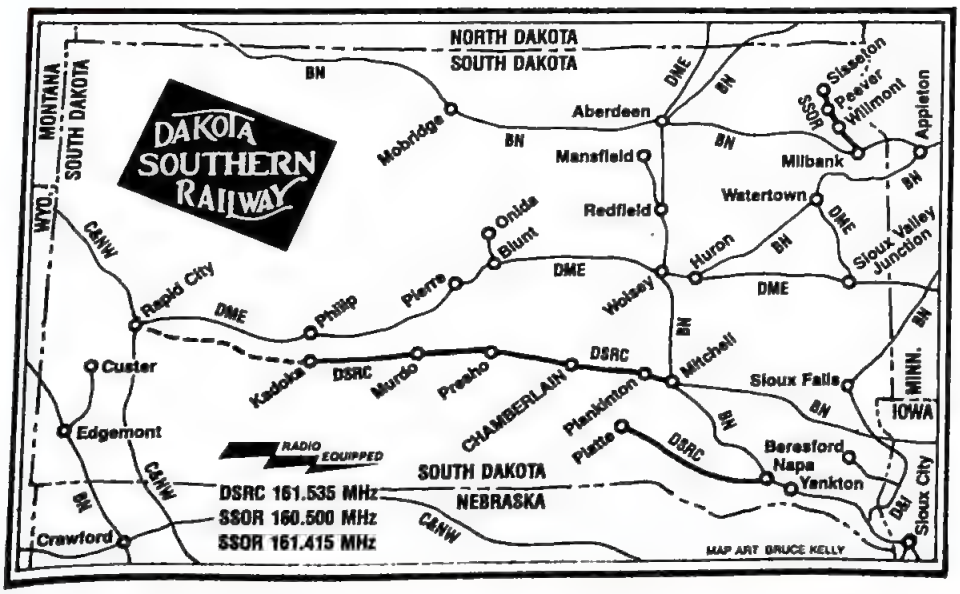
The Dakota Southern

The outlook for most of the Dakota Southern and Sisseton Southern trackage is good. There was sufficient rainfall during the summer of 1988 to give fair crop yields, and the operations have remained busy. However, after an initial flurry of business, traffic on the original 82-mile Napa to Platte operation has declined and Dakota Southern is considering discontinuance of the branch.

The first grain moved from the new Dakota Southern operation at Kadoka a week after the line was opened, and business is expected to increase. Still, Kadoka marks approximately the end of the grain growing region. Rainfall to the west is minimal and, while another hundred miles of ex-Milwaukee track lies unused between Kadoka and Rapid City in the Black Hills, there seems little reason to expand the operation to the west.

Dakota Southern serves the sparse and lonely outlands. On January 27, 1988, a Dakota Southern train consisting of Jordan Spreader 1033, SD9 506, SD7 522 and 13 cars of grain reached the BN interchange at Mitchell, S.D., after a battle with snow, sub-zero cold and locomotive failure. It had taken the crew eight days to go 67 miles.

Yet, Dakota Southern has returned rail service to an agricultural region that can use all the help it can get. When the first train reached Kadoka in July, it was front page news, and every Dakota Southern employee got his picture in the newspaper. *The Kadoka Press* also pictured two sisters, Eloise Brown and Hallie Young, who had watched the Milwaukee Road arrive for the first time at Interior, S.D. (just west of Kadoka) in 1906. In fact, Eloise had also watched it depart for the last time 74 years later. Now they were being quoted on how wonderful it was to see a train next to the old depot again. The paper editorialized, "They were not alone; a lot of local residents were happy to see the train. After the Milwaukee abandoned the tracks in 1980, no one seriously thought a train would use the tracks again."



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PHOTOGRAPHY J.M SHAUGHNESSY

THE ORDER BOARD is clear at Cookshire, Que., for an eastbound doubleheader on February 23, 1957, as the westbound local waits in the siding with Quebec Central 4-6-2 2588.

The Winter Show at Cookshire

In the mid-1950s, Canadian Pacific moved a lot of traffic behind steam through eastern Quebec when the St. Lawrence would freeze up.

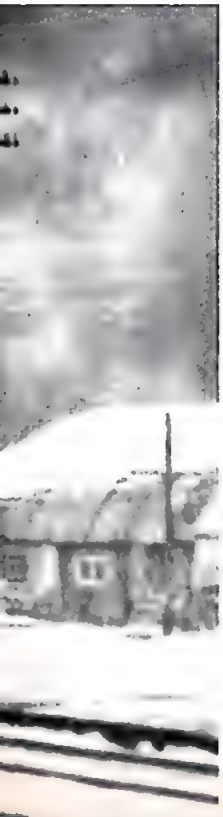
by Jim Shaughnessy

Cookshire, in the eastern township of Canada's Quebec Province, was certainly not one's picture of heaven in winter, but for impressive steam activity in the mid-1950s, it might qualify. Situated in a valley about 20 miles east of Sherbrooke on Canadian Pacific's Montreal to Saint John main line, it was the site where 20 or more trains each day would take water and pass each other. The power wasn't big, mostly Mikes and Pacifics, but doubleheaders were common.

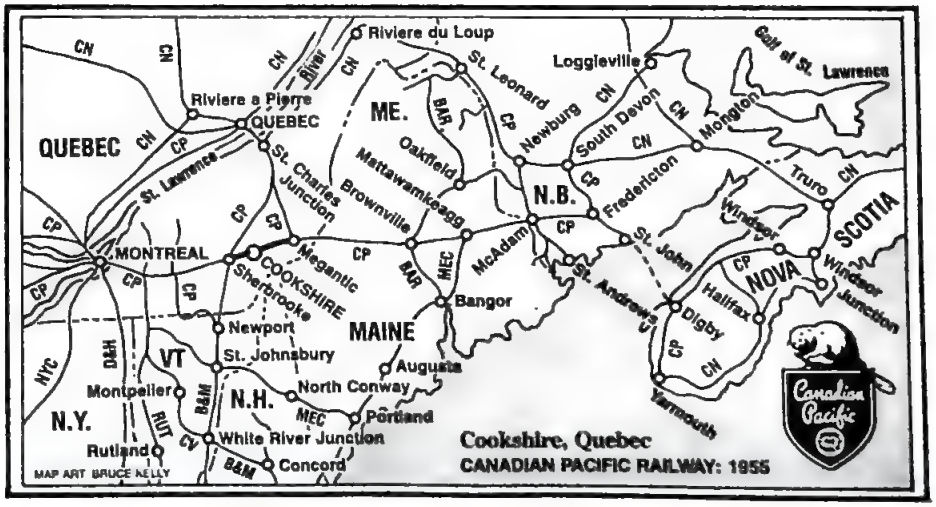
Traffic on this east end of CPR's vast transcontinental line would dramatically increase in winter when the deepwater port of Montreal would freeze solid and the ocean port of Saint John, New Brunswick, became the point where great amounts of prairie grain could be shipped to Europe and Russia. The section of this route between Sherbrooke and Megantic was laid out, by necessity, at right angles to several river valleys running north and south and resulted in an undulating profile requiring two locomotives here where one

could handle the same size train west of Sherbrooke and east of Megantic through the state of Maine to Saint John. Traffic volume would increase from seven to ten times the non-winter volume. And it wasn't just grain traffic, for the line also featured two through passenger trains and a local freight. It made for full time train watching for anyone braving the elements. It was good for weight watchers, too, as there was no time for lunch—especially in these years before the invention of drive-thru McDonalds.

Railfanning Cookshire in the winter typically meant six or eight trains on the line at a time between Sherbrooke and Megantic, with meets at almost all the passing sidings. Cookshire being approximately midway in the section and having two water plugs and a long passing track was a prime location for heavy action. Access to the railroad was good by the station and water tank. Due to Cookshire's location in the Eaton River Valley, it was uphill in both directions



WHEN WINTER FROZE UP *the port of Montreal in the mid-1950s, grain bound for export was diverted to St. John, N.B., and greatly increased the traffic through Cookshire, Quebec. On February 12, 1956, a pair of eastbound 2-8-2s was taking water* **(above)** *as snow was gently falling. A different set of Mikes* **(opposite left top)** *was seen getting its train orders that same day. On January 26, 1957, another pair of Mikes* **(left)** *came storming out of town after stopping to take on water.*



out of town, making for some spectacular departures. Air pollution control was not a popular cause in 1956—but had it been, the CPR would have had a battle with the town fathers and the housewives whose washed clothes were out on the line on Mondays.

The bilingual station agent/operator was a good source of information on what movements were to come. Back then, however, such a convenience (not available today) was unnecessary as often there would be four big 2-8-2s visible from his bay window. Westbound trains usually took the passing siding and had to slow to open the switch on an uphill grade west of town which made for easy and varied photo locations with mighty columns of smoke and steam erupting, especially after the brakeman had gotten back on the van after clearing the siding turnout and the whole works got under way in earnest for Sherbrooke. Eastbound the two locomotives would stop their train a bit west of the water tank and cut the power off to pull down and make a good spot to fill each of the tenders. Then they would often pull up to the station

*BIRCHTON, QUEBEC, five miles west of Cookshire, is where the doubleheaded Mikes on Extra 5329 West had to take the siding on January 29, 1955, to meet an eastbound doubleheader with 4-6-2 2683 leading another Mike. In the well-packed snow, it pulled into the siding (**left**) and was well in the clear when the eastbounder (**bottom left**) arrived. With the eastbound caboose barely visible in the smoke (**right**), 5329's brakeman has lined the switch for the main, and the two 2-8-2s ease their tonnage into motion. Their stacks have cleared to a plume of white (**below**) as the Mikes move onto the main line to continue their run west to Sherbrooke. Such meets were typical in the winter in the mid-1950s, when six or eight trains would be on the move at any given time on the CPR between Sherbrooke and Megantic.*

and get their orders before backing onto their waiting train again. Departure east would be dramatic, as they had a highball on the main and the train on a downgrade. The frame station would shake and the windows rattle as two giant Mikes would blast by making a run for the grade east of town around the curve and over the Eaton River toward Megantic. You could take Route 28 east to Bury and take a few more shots on the way and see possibly another meet there, but by the time you returned to Cookshire, there was probably another eastbound doubleheader taking water at the tank. It was like a re-run of the previous hour.

Today it is quiet in Cookshire. The diesels have cut down on the number of trains by hauling longer ones, and the St. Lawrence Seaway has drastically changed the grain shipping picture, even though it still freezes. For a time the passenger trains were gone, too, although VIA has reinstated the *Atlantic* with one round trip run from Montreal to the Maritimes on this route.

The Village fathers of Cookshire never had to face the air pollution problem, and the housewives are probably much happier, but even Montreal-built Alcos don't provide quite the show that winter used to produce in this particular corner of Quebec.

DOUBLEHEADED HORSES, iron and otherwise, staged a meet at Cookshire on Janaury 26, 1957, as the wagon team loading coal from a hopper on the siding was on hand to observe a pair of westbound 2-8-2s getting under way after cutting off, taking on water and then returning to their train. On that same day, an eastbound doubleheader was captured in a pan shot (left) approaching Cookshire with a semi-streamlined 2-8-2 leading a conventional cousin. Climbing east out of the Easton River Valley, another doubleheader made a grand sight (opposite left top) in the cold air as it approached a bilingual crossbuck at Bury, Quebec, on that same January 26, 1957. Though big Montreal-built "Alcos" today ply the CP Rail route through Maine to the Maritimes—on the new Canadian Atlantic Railway, east of Megantic—the traffic density does not compare with the mid-1950s in the winter, and even the smoking Alcos don't produce the great plumes of vapor that made Cookshire in the steam era such a spectacular show.

PHOTOGRAPHY J M BOYD EXCEPT AS NOTED

Ridin' on the Cotton Belt

Pine Bluff's 4-8-4 finally stretches her legs. **by Jim Boyd**

"All dressed up with nowhere to go," has been the railfans' lament about Cotton Belt 4-8-4 819 ever since her remarkable resurrection on April 17, 1986. The "Pride of Pine Bluff" had been returned to serviceable condition in the midst of the insurance crisis and at a time when the proposed Santa Fe-Southern Pacific merger had her corporate future clouded. Until November 1988, the home-built oil burner had been limited to short runs once or twice a year to the "Fordyce on the Cotton Belt Festival" or to nearby Little Rock (each only 40 miles from home).

But with a three-day trip from Pine Bluff, Arkansas, to Tyler, Texas, and return on the Cotton Belt main line on November 5-7, 1988, she finally got a chance to stretch her legs on a long run (a 564-mile round trip) at track speed with a respectable train (nine passenger cars). The performance of the locomotive and her volunteer crew was flawless, and the trip was an impressive success.

The Tyler trip was not a public excursion but a company-sponsored special run to salute the Cotton Belt employees for winning the Southern Pacific System's Employee Safety Award in 1987, leading the SP to winning the national E.H. Harriman Award for Employee Safety in both 1986 and 1987. Aboard the train were Cotton Belt employees, retirees and their families plus invited guests including local dignitaries, shippers and the press. Hosting the affair was Southern Pacific Senior Vice President of Operations William J. Lacy, a native of on-line Winona, Texas, who had taken his highly successful Cotton Belt safety program and applied it SP system-wide, resulting in the Harriman Awards.

In addition to honoring the employee safety program, the trip permitted the 819 to visit the annual meeting at Camden, Ark., of the Arkansas State Historical Preservation Conference, which last year named the 819 as one of the state's most significant examples of historic preservation—as this award usually goes to a building, it was the first time a designated winner had been able to actually attend a Conference meeting (the engine and train were put on public display at Camden on Saturday afternoon). In keeping with the history theme, upon arrival in Tyler on Sunday, the railroad conveyed title to the handsome Tyler depot to that city for preservation.

The Cotton Belt 800s

As Joe Strapac relates in the chapter on 4-8-4s in his excellent book *Cotton Belt Locomotives* (now out of print), the St. Louis Southwestern in the late 1920s was hustling its tonnage from the SP at Corsicana, Texas, to St. Louis and Memphis behind freight power no big-

ger than 2-8-0s and 4-6-0s. Something faster, more powerful and more economical to operate was obviously needed. Baldwin made two proposals for locomotives that would fit the SSW's track, clearances, bridge loadings and turntables. A 70-inch-drivered 2-8-4 was rejected in favor of a medium-sized 4-8-4 with the same driver size. Baldwin built and delivered Cotton Belt L1 Class 800-809 in mid-1930. Alongside them on the Eddystone erecting floor at that time were similar SP GS-1 and Wabash O-1 4-8-4s.

The "800s" were a great success, though some basic changes were taking place on the Cotton Belt. After about two years of negotiation, the Southern Pacific bought control of the SSW on April 19, 1932, and began operating it as a wholly-owned but otherwise independent subsidiary. The Great Depression drove the Cotton Belt into bankruptcy on December 12, 1935. To improve its motive power situation, the Cotton Belt bought five light 4-8-2s for passenger service from the bankrupt Florida East Coast and contracted for five more L1 4-8-4s to be built at its own Pine Bluff Shops.

The 810-814 were actually "assembled" at Pine Bluff, rather than being "built" in the fashion of a Roanoke or Paducah. The boilers were built by Baldwin, and the one-piece engine bed castings were supplied by General Steel Castings (along with the Commonwealth tender water bottoms). The Pine Bluff L1s differed from the Baldwin originals in having multiple-bearing crossheads instead of alligators, Boxpok instead of spoked drivers and Timken roller bearings on all axles instead of just the pilot truck. They went into service in 1937.

Traffic boomed on the Cotton Belt during the early years of World War II, and the War Production Board approved construction at Pine Bluff of five more L1s. In spite of wartime restrictions, the 815-819 of 1942 were nearly identical to the 1937 homebuilts, with Baldwin boilers, GSC frames and full Timken rollers. The last of the lot, 819, went into service on February 8, 1943. During that same time period, most of the Baldwin L1s were updated with roller bearings, multiple-bearing crossheads and a mix of Boxpok drivers ranging from just the main driver to a full set (807 only).

FT diesels from Electro-Motive in 1944 posed an immediate threat to the 800s' longevity. When the 4-8-4s dominated the roster, they were used primarily on the rugged hill-and-dale line between Pine Bluff and Tyler where they out-performed any other steam power on the railroad. The FTs immediately proved themselves superior on that same piece of railroad and bumped the L1s to the flatlands north of Pine Bluff. What an A-B-B-A FT set could get over the hills from Tyler, an 800 could forward from Pine Bluff to St. Louis, so they made for an efficient and productive combination. The war traffic, 4-8-4s and diesels brought the Cotton Belt out of bankruptcy on July 24, 1947.

The arrival of more diesels (primarily F7s) had pretty well put the L1s out of work by 1952, and beginning late that summer eleven of them went west to the Southern Pacific, where they were found to be perfectly suited to the stop-and-go running on the San Francisco Peninsula commute service. Reclassed GS7 (seven Baldwins) and GS8 (four Pine Bluffs), the Cotton Belt engines worked a few years more as SP 4475-4481 and 4485-4488.

The 819 was not one of these engines. Instead, along with the 812 and 813, she was leased to the Texas & New Orleans and worked out of El Paso, Texas. Her career on the T&NO was brief, and still wearing her original number, the 819 went into dead storage at Tyler, Texas. On July 2, 1955, the 819 was returned home and donated to the City of Pine Bluff, where she was put on display in Oakland Park.

VOLUNTEER EFFORTS paid off as SSW 819 rolled westward through Naples, Texas (opposite left) on November 6, 1988. One of the conductors was 819 volunteer Bill McCaskill. Two of the veteran engineers were T.D. Davis (seated) and Jack Stone.

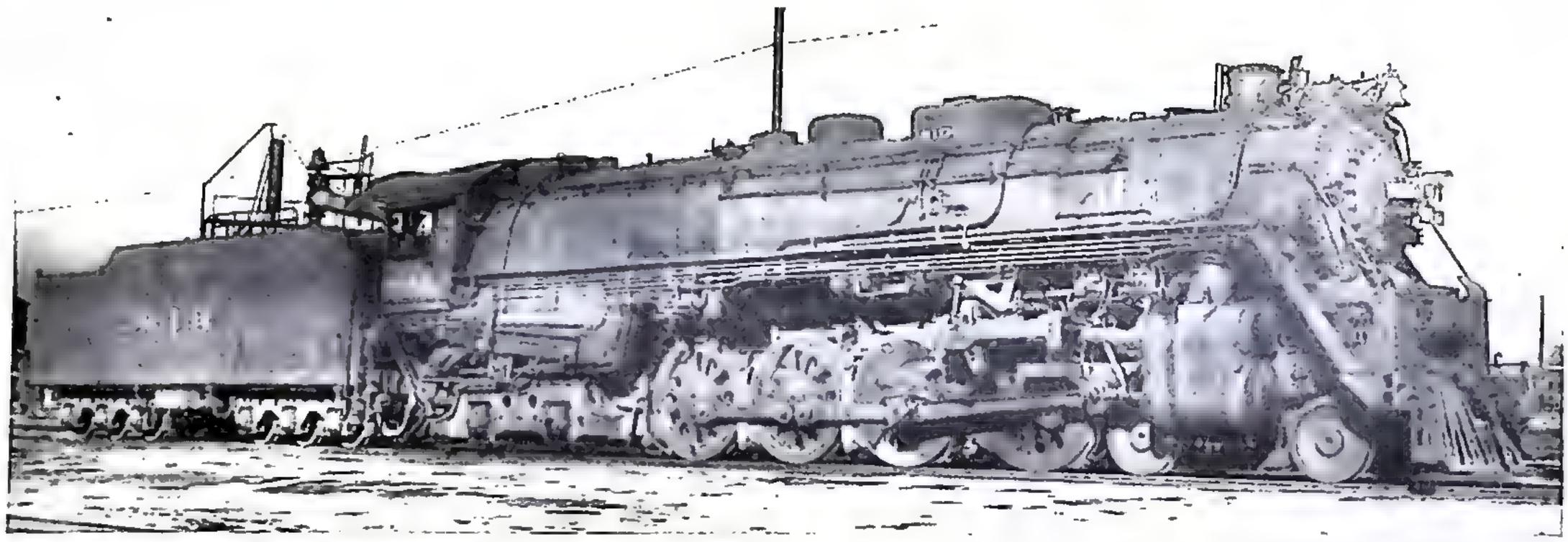
Out of the park

As display locomotives go, the 819 was rather well protected behind a fence and under a roof. Pigeons and vandals plied their respective crafts for three decades as the 819 sat cold and silent. The FTs and F7s gave way to SD45s and B30-7s, and even the main line of the Cotton Belt shifted from the traditional St. Louis-Texas route to the new "Cotton Rock" segment of the old Rock Island from St. Louis via Kansas City to Tucumcari, New Mexico.

There had been talk for years about pulling the 819 out of its protected but unattractive display site. Sally Miller Perdue, a Miss Arkansas of the late 1950s whose father had been a Cotton Belt engineer, was one of the strongest community voices in seeking a better future for the locomotive. One day in the early 1980s, Pine Bluff railfans Bill McCaskill and Darrel Cason were on a Southern Railway fantrip when they began discussing what it would take to get the 819 out onto the road. "You need to set up a non-profit historical and educational organization," McCaskill observed, and shortly thereafter they had a lawyer draw up necessary papers. The Cotton Belt Rail Historical Society came into being in 1983, and on December 1 of that year, the 819 was pulled out of Oakland Park and returned to the very shop building in which she had been built in 1943. In response to the restoration efforts, the City set up the Historic Railroad Preservation Commission, chaired by railfan Peter Smykla, to represent their interests.

The volunteer "Project 819" crew, headed by Bill Bailey of Little Rock and made up of railfans and retired and active railroaders, began the restoration that would consume 37,000 man-hours and over $140,000 of donated money. The Cotton Belt Railroad and its craft unions gave the project full cooperation and support; tools and materiel were made available, and not a single time slip was filed against the volunteers. The 819 was, indeed, the "Pride of Pine Bluff."

The 819 steamed out of the shop on April 17, 1986, and made her first visit to the Fordyce on the Cotton Belt Festival on April 25. Lacking insurance and a roadable passenger consist, the 819 has yet to make a "revenue" trip, and



SSW 819 AT EAST ST. LOUIS, ILLINOIS, JANUARY 8, 1950

C E PRUSIA COLLECTION OF CHARLES T FELSTEAD

How Cotton Belt 819 Compares

Locomotive	SSW 819	SP 4449	N&W 611	UP 8444	Reading 2102	C&O 614	SLSF 1522	NKP 765
Built	Pine Bluff 1943	Lima 1941	Roanoke 1950	Alco 1944	Reading 1945	Lima 1948	Baldwin 1926	Lima 1944
Type	4-8-4	4-8-4	4-8-4	4-8-4	4-8-4	4-8-4	4-8-2	2-8-4
Total weight	425,500 lbs.	475,000 lbs.	494,000 lbs.	483,000 lbs.	441,500 lbs.	482,200 lbs.	342,200 lbs	440,800 lbs.
Drivers	70"	80"	70"	80"	70"	74".	69"	69"
Cylinders	26" x 30"	25½" x 32"	27" x 32"	25" x 32"	27½" x 32"	27½" x 30"	28" x 28"	25" x 34"
Pressure	250 p.s.i.	300 p.s.i.	300 p.s.i.	300 p.s.i.	240 p.s.i.	255 p.s.i.	210 p.s.i.	245 p.s.i.
T.E.	61,500 lbs.	64,760 lbs.	80,000 lbs.	63,800 lbs.	68,000 lbs.	66,450 lbs.	56,800 lbs.	64,100 lbs.

all of her excursions to date have been company-sponsored outings with passengers limited to invited guests.

The Cotton Belt *Star*

Saturday, November 5, 1988, was a bright and crisp autumn morning in Pine Bluff, as the 819 simmered on the head end of nine passenger cars. The first five cars wore an attractive silver and black livery (created by Pete Smykla for the Pine Bluff equipment) with the blue and white Cotton Belt "gin saw" herald accenting a black window band. The Cotton Belt Rail Historical Society tool cars 1943 and 1942 (with HEP generator) headed up the consist, followed by Pete Smykla's ex-Wabash *Blue Bird* dome observation 1601 (now named *Susacapejo* from the first two letters of his childrens' names: Suzanne, Sally, Carolyn Sue, Peter and John). Next came the ex-Santa Fe lounge car 1378 *Concho*, owned by John Singleton of Texarkana and leased to the Cotton Belt Rail Historical Society, and Smykla's ex-DL&W *Phoebe Snow* coach 318, now named *Jefferson County*. Behind these cars were four Southern Pacific executive cars brought in Friday evening from California. The silver cars with red letterboards were the lounge 289 *City of Angels*, big-windowed coach 293, lounge 291 and the office car 141 *Oakland*.

The train, billed as the Cotton Belt *Star*, in honor of SSW's traditional passenger trains, departed Pine Bluff right on time at 8:00 a.m. It walked smartly out of town—right down the middle of a residential street—and then kicked the speed up the the authorized 45 m.p.h. After passing Rone siding and crossing the piney wood bottoms of the Saline River, it blew through Johnny Cash's hometown of Kingsland with whistle screaming and folks waving.

Oh, yes; that whistle. To paraphrase Will Rogers, "I never met a whistle I didn't like." But that thing on 819 was stretching my philosophy to the limit. A Cotton Belt whistle of questionable origin, it had been modified with a hacksaw to work on a live steam model, and even though it has been "corrected," its tone is horribly off and the chimes (a generous term) are out of tune. When blown modestly, it has an almost pleasant steamboat moan, but any sudden yank on the cord will produce an ear-

piercing screech that can only be likened to fingernails on a blackboard. They gotta fix that whistle!

There was a ten-minute stop at Fordyce for the benefit of local dignitaries and another quick pause at Bearden before they pulled into Camden for servicing and display (they were running so well that they had to seriously slow down and make one "inspection" stop to avoid arriving nearly an hour early into Camden and catching the local radio and TV media unprepared). After appropriate speechmaking for the Arkansas State Historical Preservation Conference, the engine and train were put on display for the afternoon. While some of us went uptown for local cuisine (Arkansas pizza?), others stayed around the train. A freight that passed during the stay included a number of Rio Grande units in its consist.

Two Cotton Belt vehicles that were escorting the train were drafted by Jim Johnson of the Public Relations Department to chase the train to Lewisville to get some lineside shots for members of the press. The train hammering uphill through Buena Vista made an impressive sight, but a wrong turn and some dead-end streets in beautiful downtown Stamps resulted in our arriving in Lewisville just as Conductor J.T. Matthews called on the radio, "Highball, CB 819." We had a nice chase on into Texarkana, arriving at dusk.

There was an impromptu night photo session at Texarkana as the engine was serviced under the sand tower (Strapac's book has an R.S. Plummer photo of the 800 in just about the same spot in 1951). The Cotton Belt is today modernized and spartanized, but the 819 was truly at home on this stretch of railroad for which she had been built.

On the crystal-clear Sunday morning I teamed up with R&R author John Craft to chase the train to Tyler. Again, the departure was dead on time, but a Texas touch had been added. She marched out of the Texarkana yard and thumped across the KCS diamond next to the classic interlocking tower—with huge American and Texas flags flapping grandly around her smokebox. To keep from shreading the big flags in the wind at speed, the train stopped and they were removed just outside of town. The flags were put back on and removed for the servicing stop at Mt. Pleasant and for arrival in Tyler but were otherwise mercifully absent.

With numerous stops, good roads and a 45 m.p.h. speed limit on the train, Sunday was one of those days a railfan dreams about with a handsome consist and not a cloud in the sky.

Station dedication ceremonies at Tyler were followed by the 819 on display there for most of the afternoon. To avoid possible problems in turning the engine on the seldom-used Tyler turntable, they closed down the display an hour early and moved to the nearby engine terminal around 4:00 p.m. while they still had plenty of daylight. The balky table had to be pulled around by a tractor with a cable, and the huge crowd of townspeople and railfans had to be moved well back into the parking lot for safety. Because of the problems with the table, a promised night photo session on the turntable had to be canceled. Conductor Bill McCaskill had the engine spotted alongside the ready track, however, and a fine night session followed when it got dark. (As McCaskill was giving hand signals to the engineer to spot the 819, we noticed that it did not need to be moved as far back as we had anticipated. "That's good, Bill; that'll do!" we shouted. The engine stopped in the perfect rods-down pose. "Gee, Bill, you do nice work when people yell at you," we observed. "I get lots of practice," he replied.)

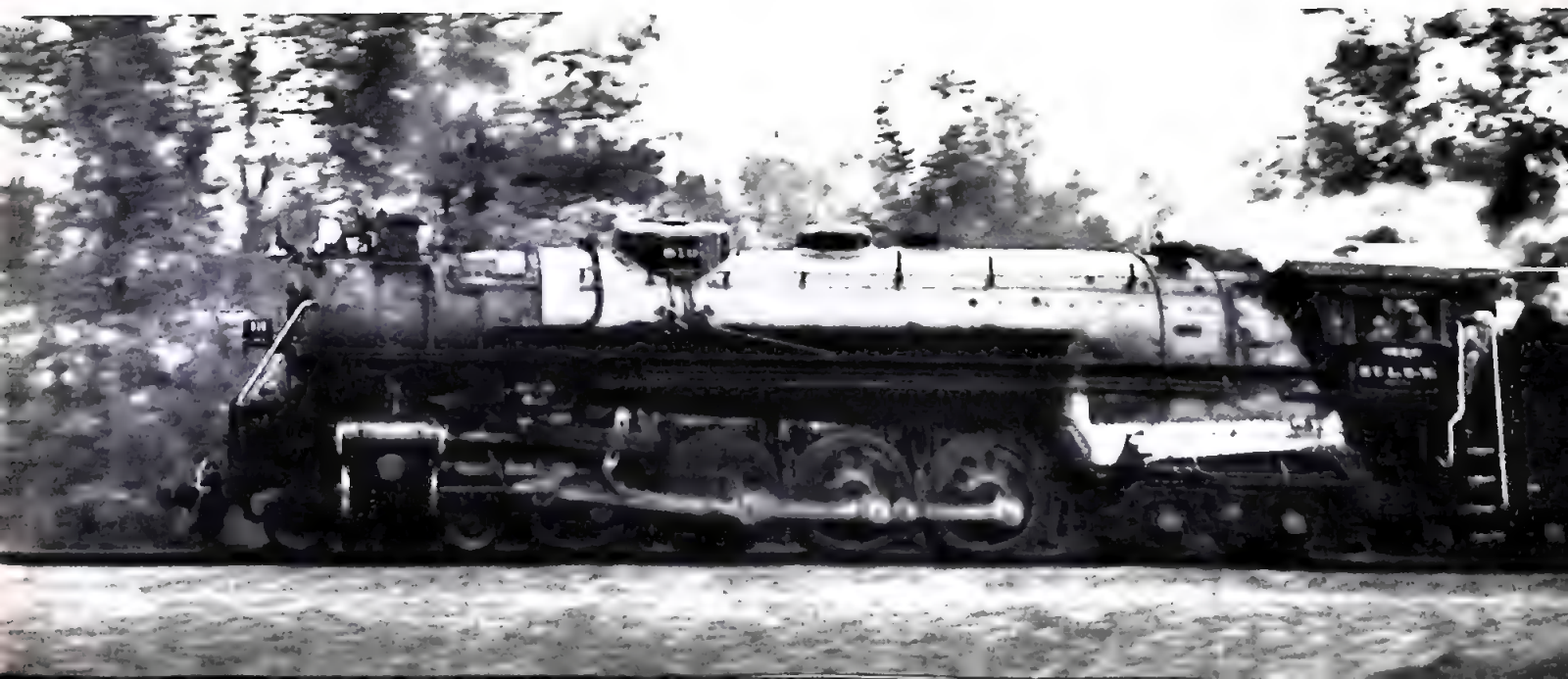
JIM BOYD / LIGHTING JOHN CRAFT and TOM KELCEC

SUNDAY EVENING at Tyler, the 819 posed beside SP Geeps for a group night photo session. The next day under cloudy skies (below) she was making 50 m.p.h. alongside Highway 155 between Big Sandy and Gilmer, Texas, en route back to Pine Bluff.

Homeward bound

With twice the distance to cover in half the time, Monday's return trip had all the potential of a drawn-out marathon. With the proven performance of

(Continued on page 54)



The New York & Lake Erie

Alcos, movies, a Dinner Train and one long day.

by Bram Bailey

The New York & Lake Erie Railroad in western New York state is made up of two former-Conrail branch lines that form an inverted "Y." The home of the NY&LE is Gowanda, 34 miles south of Buffalo, and its main stem is the old Buffalo & Southwestern, which runs south from Gowanda 25 miles to Waterboro; on the old Erie main line. Splitting off the B&SW line four miles south of Gowanda at DM Junction, the Dunkirk Branch runs 24 miles southeastward to the Conrail and Buffalo & Pittsburgh interchanges at Salamanca.

The lines that make up the NY&LE were previously part of the Erie Railroad. Built in the 1850s to six-foot gauge, the Salamanca line was the Erie's original main, hitting Lake Erie at Dunkirk, N.Y. On May 14, 1851, the first through train from Piermont-on-the-Hudson to Dunkirk had among its passengers the legendary statesman and orator Daniel Webster, who is said to have ridden most of the way in a rocking chair fastened to a flatcar. He reportedly did this to give him the best possible view of the farmlands and forests opened up by the railroad—but one could suspect that he was one of the country's first railfans.

Of course we all know that the Erie became part of the Erie Lackawanna, which was then absorbed in the creation of Conrail in 1976. At that time, Conrail began temporary operation from Buffalo to Gowanda and Salamanca to Cattaraugus and included Waterboro to South Dayton into its final system.

Nothing had run on the Cattaraugus-Dunkirk line since the Hurricane Agnes floods of 1972. The unused trackage was all slated for abandonment by July 1978, but a federal Appalachian Regional Commission grant permitted the Cattaraugus County Industrial Development Agency to purchase the lines from the Erie Lackawanna trustees. Wellsville market analyst Robert Dingman then formed the New York & Lake Erie Railroad and leased the property, agreeing to operate it with the help of a New York DOT subsidy.

Commencing on October 15, 1978, the NY&LE began operating the 14 miles from Cattaraugus to Salamanca, where it had connections with Conrail and Chessie. Conrail road units (Geeps, U25Bs, etc.) from the Salamanca pool were leased on an hourly basis until March 1979 when the NY&LE acquired its own locomotive, former South Buffalo Alco S2 75. On April 1, 1980, the NY&LE replaced Conrail in operating the 31-mile line from Gowanda north to Buffalo for the Erie County Industrial Development Agency, acquiring from RSA Leasing Alco S2 46 (former Buffalo Creek Bicentennial-painted 76, nee-84, later Conrail 9662). By August 1980 the line from Cattaraugus to Dayton had been restored, and a new connection between the old Dunkirk line and the Buffalo & Southwestern permitted operation north to Gowanda. The railroad then built a two-stall enginehouse and set up headquarters in Gowanda.

In flurry of regional politics in May 1982, however, the newly-created Buffalo Southern, headquartered in Eden, took over operation of the Erie County track north from Gowanda to Buffalo using ex-Adirondack Railway RS3 28. Though the NY&LE and Buffalo Southern physically connect at the county line in the middle of the bridge over Cattaraugus Creek, the two railroads now do no interchange at Gowanda. In July 1982 the NY&LE expanded to its present size by acquiring the 16 miles from South Dayton down to Waterboro, though the lower six miles from Conewango Valley to Waterboro are presently unused.

One other railroad is part of the NY&LE story. In July 1986 Robert Dingman began operation of the Oil Creek & Titusville Lines, with a tourist run on 17 miles of former-PRR and NYC track between Oil City and Titusville, Pa. In September 1986 he initiated freight service, handling about four cars a week from Titusville down to the Conrail interchange at Oil City using the NY&LE's original Alco S2 75, now repainted Tuscan red and yellow.

An Alco haven

Though its original Alco switchers have now left the property (the 75 is on the Oil Creek & Titusville, and the South Buffalo Bicentennial 46 was returned to RSA Leasing), the NY&LE is still a stronghold of Alco power. It pres-

THE FORMER-ERIE DEPOT at Gowanda is headquarters for the New York & Lake Erie. On July 12, 1988, C425s 6101 (recently delivered from Morrison-Knudsen) and high-nosed ex-N&W 1013 were awaiting assignment. The NY&LE shop is also at Gowanda.

PHOTOGRAPHY BRAM BAILEY, EXCEPT AS NOTED

BONNIE KOKET

ently rosters one switcher and three Century 425 road units. The first "big power" arrived in December of 1984 when the NY&LE took delivery of an unusual locomotive: Norfolk & Western C425 1013 with a high short hood and dual controls (the last survivor on N&W of a class that totaled only 17 units). The 1013 worked with S2 75 until the switcher was sent to the Oil Creek & Titusville in July 1986. Another S2, No.85, was purchased from the South Buffalo in February 1987, and it is presently in service painted in NY&LE's royal blue with yellow trim. Bob Dingman indicated that the South Buffalo had a fine maintenance program, and he did not hesitate to purchase a second unit from them.

In May 1988 two former-PRR C425s were purchased from Morrison-Knudsen. The 6101 (former PRR/PC 2423; Conrail 5062) arrived in M-K's handsome caramel-colored livery, while the Conrail 5067 (PRR/PC 2431) is still in Penn Central black. The 6101 was placed immediately into service, while the 5067 will be cannibalized for parts to support the other two active C425s and is a possible candidate for conversion into a slug.

There is another unit sitting outdoors at Gowanda that has had an interesting history with the NY&LE. When he was just getting into the railroad business, Bob Dingman purchased one of the unique "Ford" GE 132-ton centercabs from his hometown Wellsville, Addison & Galeton in 1978. The big, orange 1700 had bad wheels, however, and Conrail would not take it in interchange at Ansonia, Pa. About a year later the unit was sold to the Lakeshore Chapter NRHS, and it sat at Ansonia until 1983 as the WA&G was ripped up behind it. In a cooperative effort between Dingman and the Chapter, the 1700 was finally moved to Gowanda. Still in WA&G colors, the 1940-built unit is presently in need of more mechanical work before it can be made serviceable, but Dingman hopes to ultimately see it in operation on his railroad.

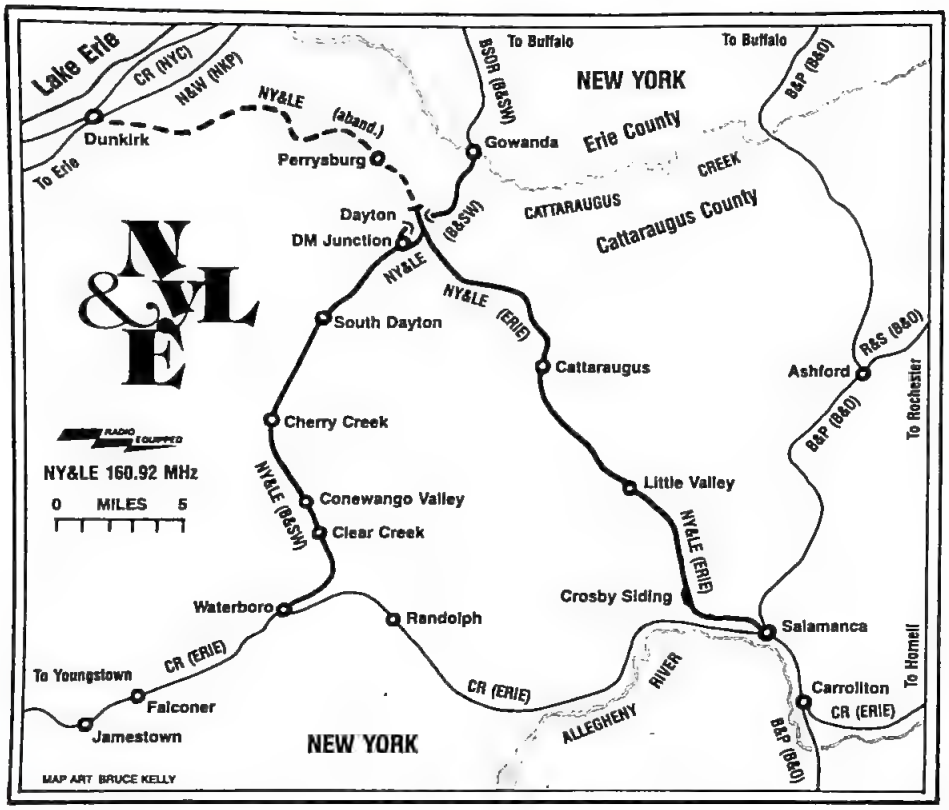
Passenger excursions

Although the NY&LE is primarily a freight hauler, it is also heavily involved in passenger operations, with regular weekend service consisting of excursions out of Gowanda and a Dinner Train. The *South Dayton Flyer* excursion is a 20-mile round trip between Gowanda and South Dayton that is operated every Saturday and Sunday between June and October at 1:00 and 3:30 p.m. It also runs on Wednesdays at 1:00 p.m. in July and August.

From May through December, the Dinner Train departs Gowanda at 6:30 p.m. on Saturdays and 2:00 p.m. on Sundays for a 30-mile round trip to Cherry Creek (on the B&SW line) featuring a dinner in the diner in the finest railroad tradition. Menu selections are ham steak, Cornish hen, prime rib and fresh whole lobster, with prices ranging from $18.50 to $36.50 including the rail fare. The train can seat 96 passengers, and reservations must be made by the

THE FOREST CITY RRE/Akron Railroad Club fantrip on May 1, 1988, posed for photos s on the Cattaraugus Creek bridge in Gowanda, which does not normally see freight traffic. The 1013 then worked a mixed consist (top) on the run to Salamanca.

BONNIE KOKET



Thursday before the trip.

To sample the trackage of the Dunkirk line, the NY&LE operates less frequent trips out of Gowanda to both Cattaraugus and Salamanca. The *Cattaraugus Express* is a 30-mile round trip run on selected Tuesdays and Thursdays, while the *Salamanca Safari* is a 60-mile round trip on selected Saturdays. The latter leaves Gowanda at 9:45 a.m. and arrives in Salamanca about 12:15. During the three hour and 45 minute layover, you can check out the Salamanca Rail Museum. Quite often freight is handled on this train between Gowanda and the interchanges at Salamanca, creating a true working mixed train. Check with the railroad (716/532-5716) for the operating dates and reservations.

NY&LE in the movies

If you have seen the movies "The Natural" or "Planes, Trains & Automobiles," you have seen the NY&LE. This all started in 1983 when Linda Dingman, Bob's wife and vice president of the NY&LE, received a call from a video company in Buffalo that had been retained by Tri-Star Pictures to find a suitable location to film the railroad scenes for Robert Redford's upcoming movie, "The Natural." Linda arranged to have them shoot the entire line from an open car. The movie people liked what they saw, and it wasn't long before Bob found himself negotiating with the movie company.

There was one problem: the movie script called for a steam locomotive. Of the handful available, the producers liked the Cuyahoga Valley's ex-GTW 2-8-2 4070 the best. Arrangements were made to ferry the 4070 and seven passenger cars over the former B&O to Youngstown and then via Conrail to the NY&LE at Waterboro in September 1983. The 4070 was adorned with a CB&Q herald on its tender and got some fine time on screen in the final film. A photo of the 4070 at South Dayton was on the cover of the November '88 R&R.

The 4070 proved to be too heavy for some of the light rail on the NY&LE, and during the shooting the engine broke a rail on the passing siding at South Dayton. The shooting schedule did not allow enough time for the rail to be replaced, so for the final scene Alco 75 actually pushed the train.

One of the producers who worked on "The Natural" was also involved in the Steve Martin/John Candy film "Planes, Trains & Automobiles," and he remembered the NY&LE. Once again the Dingmans were in the movie business.

This time the script called for a more modern train. The 1013 and several passenger cars were lettered for the fictional "Contrack" (likely derived from Conrail and Amtrak), and the 1013 works in this scheme today. To fill out the required passenger consist, the NY&LE leased an ex-UP baggage dorm from the Western New York Railway Historical Society in Buffalo. The movies have been very financially rewarding to the railroad and provided some excellent publicity.

TO SIMULATE A COMIC DISASTER for the filming of "Planes, Trains & Automobiles," the 1013 was set up with smoke pots on the side away from the cameras at South Dayton. The unit still wears the "Contrack" livery applied to it for the movie.

ROBERT E. STODDARD, COURTESY "THE BUFFALO NEWS"

A day on the NY&LE

The NY&LE operates its freight trains when the customers have cars to move, and though they do not run every day, the crew is usually called for 9:00 a.m. if there is work to be done. Monday, July 11, 1988, looked like it would be one of those "no run" days, and engineer Mark Rosner was getting ready to spend it working on crossing signals—like most short line employees, he "wears several hats." The phone got busy, however, and it soon became obvious that the train would indeed have to be run. By ten o'clock, Bob Dingman had made it official: the crew was called for 11:30.

TWO KODACHROMES T BRIAM BAILEY

Mark went over the maintenance checklist with Bob Dingman before starting up the 1013. The C425 was built in 1965 for the Norfolk & Western with a high short hood, dual controls and dynamic brakes. The dual controls add a lot of flexibility in the operation of the unit but take up a lot of space in the cab. With the typical two-man crew, this is a minimal problem on the NY&LE. On the southbound trip it would be running short hood forward, with brakeman Ron Beardsley holding down the "left" seat (I was given a folding chair and seated behind him).

Our first move was to cut an ex-DL&W m.u. commuter coach out of the passenger consist in front of the station to take back to the Salamanca Rail Museum (the NY&LE leases cars from the Museum when it needs extra equipment). With only the coach in tow, we were out of the yard by 11:30. Immediately south of town we encountered the NY&LE's ruling grade, four and a half miles of 2.58% (back in the 1950s, the last 2-10-2 working on the Erie was assigned to Gowanda for pusher service on Dayton Hill). The climb didn't tax the 1013 with its one-car train, however. Mark noted that the 1013's dynamic brakes come in pretty handy when descending that grade with tonnage.

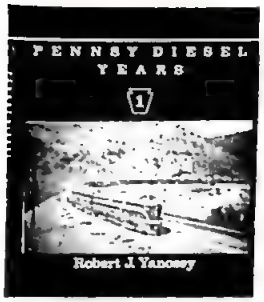
After ducking under the remains of the Dunkirk line, we dropped the coach at the DM Junction connection at 11:50 and ran light to South Dayton to switch the Carnation plant, the NY&LE's largest customer. A couple of loaded boxcars were lifted, and some empties were spotted for loading. At 12:45 we were finished and stopped the two-car train at the station, which still bears the "Stubbville" sign from "Planes, Trains & Automobiles." A quick walk uptown got us to a general store for some soda and radarburgers.

Before leaving South Dayton, we lifted an empty covered hopper from Austin Milling, and our three-car train arrived back at DM Junction at 1:25. Here we tied onto the commuter car. With it on the north end and the balance of the consist on the south end, we shoved up the new connection to the stub of the Dunkirk line. Pushing the freight cars to the end of the siding east of the connection, a little gravity switching got them behind the coach, and we were ready to head southeast to Salamanca.

All of the NY&LE is speed restricted to 10 m.p.h. for freight and 15 m.p.h. for passenger. Even with the small train, Mark would save brakeshoe wear by using the dynamic brake on the downgrades.

We passed through Cattaraugus at 2:42. There was no switching this day, but there are three customers in town. Todco is a subcontractor that builds

A HOPPER BOUND from DM Junction to Salamanca turned the May 1, 1988, Forest City RRE and Akron Railroad Club fantrip into a mixed train, seen (above) southbound near Crosby Siding. On September 22, 1988, the 6101 (below) was parked at Gowanda.



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subway car floors for Bombardier and Morrison-Knudsen, Cattaraugus Agway Coop gets carloads of feed, and Wakefield International's Setterstix Division gets loads of paper that they make into lollipop sticks—they are the largest maker of paper lollipop sticks in the world. At 3:16 we rolled non-stop through Little Valley, where the railroad serves Sixt Lumber and the Cattaraugus Highway Department.

Just outside of Salamanca is Crosby Siding, where we arrived at 3:54. The siding is used to run around cars that are to be dropped at the CSX interchange. Once on the front of the locomotive, the CSX-bound cars are pushed into town. Since we had no cars for CSX, no stop was made (just eight days later, on July 19, CSX sold the old B&O/BR&P line to Genesee & Wyoming Industries for operation as the new Buffalo & Pittsburgh).

We would have considerable switching to do in Salamanca, however. We first pulled into the Conrail yard and set off the freight cars. The commuter car was then shoved back to the museum—a move complicated by seldom-used track and some crossing flangeways that had been recently paved in by an over-zealous local highway crew.

Our next stop was the CSX interchange to lift a boxcar bound for Cherry Creek Woodcraft. It didn't take long, and soon we were back at the Conrail interchange. Getting ready to leave Salamanca, Mark switched over to the other control stand (actually the "correct" one, as the ex-N&W unit is oriented long hood forward). The changeover took only a few seconds, as he removed the reverse lever and both brake handles, reinserted them on the other side, threw a switch or two and was ready to go. We left the Conrail yard at 6:08, running long hood forward and carrying the one boxcar for Cherry Creek. The NY&LE trackage parallels Conrail's old Erie main line for a mile or so out of town, and as we were leaving, Conrail's symbol freight OIEL (Oak Island-Elkart) with four GP40-2s overtook us. With a horn blast of recognition, we were both off on our separate ways. Mark notched out the 1013, and as I watched the unit smoking and felt the cool breeze I thought to myself, "*This* is railroading—no wonder I'm hooked."

The other side of Little Valley, Bob Dingman met us and swapped Mike Militello for Ron Beardsley as our second crew member. Mike took over to relieve Mark as engineer; it was 7:15, and after eight hours at the throttle Mark appreciated the rest.

As we headed for DM Junction, I asked Mark about his background. He admits to being a former railfan, but his interest now is in the business side of railroading. He is a senior at Alfred University majoring in business and had first hired out during Christmas break of 1987. This was his first summer with the NY&LE.

With Mike at the throttle, we rolled through Cattaraugus at 7:42 and ar-

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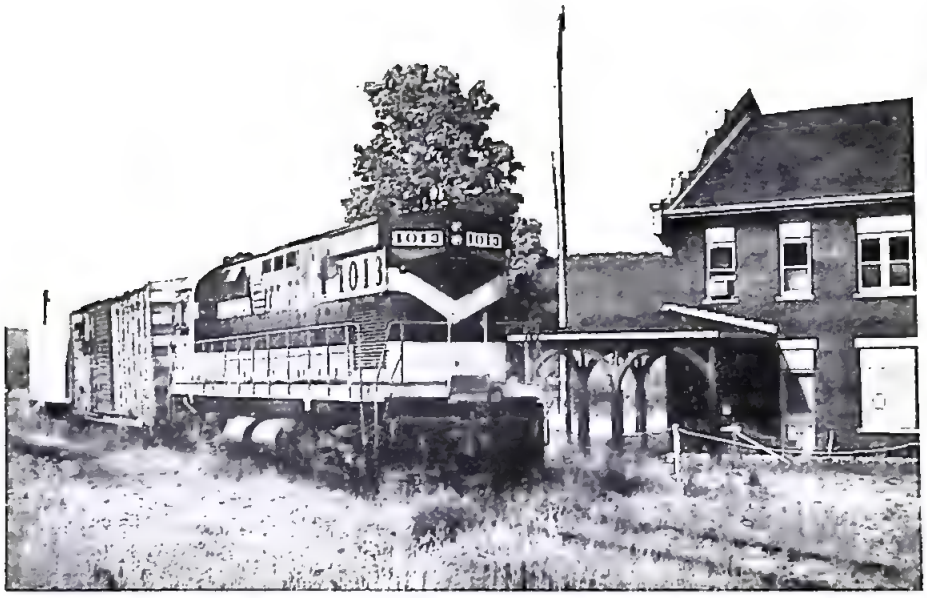

ON JULY 11, 1988, the 1013 picked up a boxcar for Cherry Creek Woodcraft at the CSX interchange in Salamanca (the Conrail-bound covered hopper stayed there). Departing Salamanca, the NY&LE was overtaken (left) by Conrail's westbound OIEL.

rived at DM Junction just as the light went down the tubes. They gravity switched the boxcar to the other end of the engine and were out of the junction by 8:45.

On our way down the old B&SW to Cherry Creek we passed the Carnation plant at 9:05. By the time we got to Cherry Creek Woodcraft's platform, it was pitch dark. They picked up an empty and spotted the load. Using the double-ended siding and the main line, they quickly had the train lined up for the trip to Gowanda, and we were ready to head for home at 10:27.

As we were leaving Cherry Creek, Bob Dingman contacted us over the radio and asked us to stop at the Carnation plant to see if they had any loads ready. There was a collective groan at the thought of yet another stop after such a long day, but Carnation is the railroad's biggest customer and the name of the game in the short line business is service. We got to the plant at 10:56 and were pleased to learn that nothing was ready to go.

From South Dayton it was a short hop back to Gowanda with one empty boxcar trailing behind. We made it back just before Mark would outlaw on the federal twelve hours.

As much as I love railroading, twelve hours on a locomotive, even as a spectator, is a long day. That bed in the motel room sure looked good.

Talking with Bob Dingman the next day, I asked why he preferred Alcos over the many General Motors units on the market. He commented that the price is right on used Alcos. He also said that, in his opinion, the Alco S2 is the finest switcher ever produced. I asked if he was a railfan.

"I'm a cured railfan," he replied. "Owning a railroad does that to you." ⊂

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Camera Bag

BY JIM BOYD

Cold Weather Photography

GUEST COLUMNIST: GREG NAZAROW

It seems that many rail photographers miss some spectacular wintertime photo opportunities because they're not properly prepared to brave the chilly conditions—or they simply can't stand the cold. Although the effective "shooting day" is shorter, the low angle of the sun and the often crystal clear atmospheric conditions during winter provide excellent illumination for photos. This is dramatically enhanced when a good covering of snow is on the ground, making November's drab landscapes come brilliantly to life by January.

There are three vital considerations pertinent to winter photography: you, your film and your camera. Understandably, most railfans would rather stay indoors and watch trains on video than go outdoors to photograph real trains when the temperatures dip below freezing. To go railfanning in winter, you must take along your own warmth in the form of layered clothing. Long underwear made of cotton blends or nylon should be avoided as they tend to hold perspiration against your skin, and in winter weather, that may lead to a most uncomfortable day of shooting, if not a dangerous episode of pneumonia or hypothermia. You should put on long underwear made of polypropylene, wool blend or some other material that draws perspiration away from your skin while retaining body heat. This is especially important for your hands and feet. *Never* go out in subfreezing temperatures wearing ordinary cotton socks, unless you enjoy having sweat freeze painfully between your toes. Two pairs of heavy wool socks are recommended, or one pair of wool socks over a pair of polypropylene socks.

Low temperatures will rapidly affect your ability to manipulate your camera as your fingertips get numb. I have taken an old pair of warm knitted gloves and cut off the thumb and forefinger of each glove at the first "joint." This enables me to keep my hands mostly covered, yet leaves each thumb and forefinger free to properly manipulate the camera, load film, fire flashbulbs, etc. Do my exposed fingertips get cold? Under severe conditions, you bet, but the protection afforded by the modified gloves keeps me going much longer than if I wore no hand covering at all. Ninety percent of the time, it's adequate for prolonged exposure at 20 or 30 degrees Fahrenheit, and at lower temperatures, those gloves are enough until I get back to the car or until I've finished a shot and can change to heavier gloves. You may be able to operate your camera just fine without cutting the tips off your gloves. Just be sure to stick with materials that are warm and tightly-knitted, yet allow your skin to breathe. When wearing proper undergarments, denim jeans are usually alright in the cold, but tromping through deep snow with them isn't a good idea since denim, made largely of cotton, will retain moisture and freeze up solid. Your pants, overalls and down-filled parkas should be able to retain body heat while repelling snow and water. Hunters and other "ordinary" outdoorsmen know that their body can lose as much as 70% of its heat through the top of their head, which is why they wear something like a heavy wool or fur cap. Railfans should do likewise, and can find all of these items at major hunting or sporting shops or department stores.

The second item to consider for winter photography is your film. Film, like most materials, gets brittle when exposed to severe cold. Keep your film supply in the car with you, not in the cold of your trunk. If you and your camera are out in severe cold for an extended period, advance and rewind the film slowly. Some photographers avoid using an autowinder or motor drive under these conditions for two reasons: the batteries that power them can weaken quickly (with some systems, the winder's batteries become the power supply for the camera as well), and typical winders advance film fast enough to tear it when subjected to cold for too long. The film itself may weaken under extreme cold in that its light-sensitive emulsion can become less reactive, enough perhaps to reduce your ordinary exposure settings by a full f-stop. Slower films like Kodachrome 25 and 64 will be the first to

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fall prey to this, so it's always handy to keep a supply of faster film in your camera bag when the cold and gloom of winter gang up to steal your f-stops away.

The third item to consider in cold weather is your camera. All automatic still cameras, movie cameras (except old wind-up models) and video cameras depend upon battery power to function. When those batteries get cold, their output declines rapidly. A 6-volt flashlight battery, for example, when thoroughly cooled to subzero temperatures, will not work at all. Nickel-Cadmium batteries (NiCads) won't last long at those temperatures either. For still photographers, the answer is twofold: buy and use a fully manual camera with a mechanical shutter, and/or use one of the auxiliary power packs that plugs into your camera's battery compartment or motor drive. The power pack is kept under your coat to maintain a normal temperature for its battery cells, leaving your camera free to brave the elements outside. For that matter, you can even manage by keeping your camera under the warmth of your coat until it's time to shoot a photo. I use Nikon's FMs and the newer FM-2 and can honestly say that, regardless of conditions, I've never lost a picture that was the fault of the camera. A manual camera isn't as idiot-proof as an automatic, but at least it can still function when the batteries drop dead. For 35mm cameras, a body case is always a good investment and will help protect the camera from moisture while retarding the effects of wind chill on its innards to some degree. With all cameras, remember to wipe off your equipment after having it out in falling rain or snow. Video and movie photographers might want to consider the type of auxiliary battery available to them as well. I have seen many instances where video photographers with off-the-shelf gear were out of action in less than an hour in cold weather.

Especially so in winter, moisture is the bane of any camera, even the most sturdy manual ones. Moisture inside the camera can freeze the shutter and/or film advance mechanism. Avoid taking your equipment into sudden temperature changes. When this is unavoidable and you are going from extreme cold to relative warmth, wait until the equipment warms up before you open it to change film, etc. This will help prevent humidity in the air from condensing as moisture droplets on the film. Professionals take two, perhaps several cameras into the field for cold weather work, so that if one malfunctions, there are other cameras ready to use.

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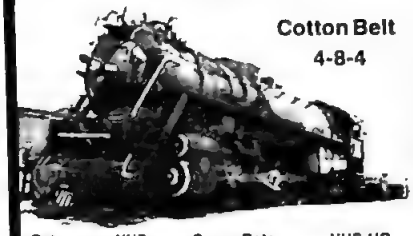

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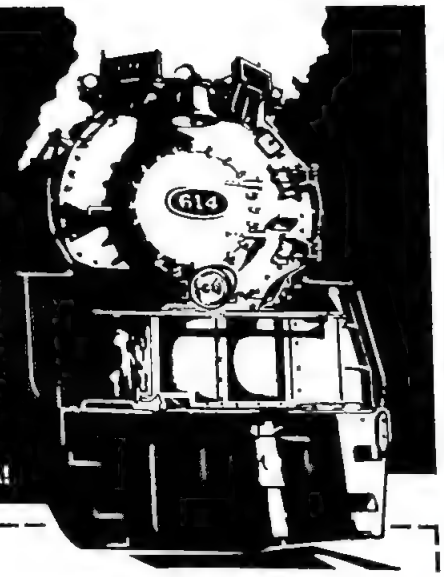

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(continued from page 43)

both locomotive and crew on the westbound run, they authorized track speed up to 55 m.p.h. for the return trip. At the request of Rollin Bredenberg, general manager of SP lines east, engineer Doyle McCormack of the *Daylight* 4449 in Portland, Oregon, had been aboard the train for the entire run to observe the operation and contribute his experience in working a steam locomotive in the diesel-era environment.

Though the dawn Monday broke clear, a cloud front rolled in just about departure time, and there would be little of the stunning photo potential that the weekend had provided. From Tyler to Mt. Pleasant, they eased the speed up gradually and checked the engine at each stop. With everything smooth and cool, from Mt. Pleasant on east they just turned her loose to the 55 m.p.h. limit and she ate up those hills and curves like they weren't even there.

Many of the on-line schools were alerted to the 819's passage, and it was not uncommon to see school busses of kids lined up alongside the track as she went by. With the train running a few minutes ahead of the advertised, a group of elementary students in Pittsburg, Texas, transformed instantly from a docile parade of kids-in-a-row to a thundering herd on a dead run when the distant screech of the whistle reached them still a block-and-a-half from the tracks. One large group of students from the Paul Pewett Consolidated School rode the train up to their campus which is adjacent to the tracks between Omaha and Naples, Texas. The 819 made the front page of a lot of local papers that day.

The operating crew on this trip was made up of active or retired Cotton Belt railroaders who were volunteering their time without pay. In charge of the train were J.T. Matthews and Bill McCaskill, both active conductors qualified be-

FOUR KODACHROMES JIM BOYD

COTTON BELT B30-7 7785 and Helm Leasing ex-SR SD45 3119 headed up an eastbound waiting in Maud Siding west of Texarkana for the 819 on Sunday morning. She had looked right at home in Texarkana (top) the previous evening as the crew did their servicing work.

tween Pine Bluff and Tyler. Running the engine were retired Cotton Belt veterans T.D. Davis and Jack Stone, along with I.C. Crosby and Frank Stone, and acting as pilot was the last active steam-qualified Cotton Belt engineer, Billy Null of Tyler. Various members of the Historical Society took their turn as student fireman, with a qualified veteran always on hand.

Departing Lewisville, Ark., on the return trip, Doyle McCormack took his turn at the throttle, and after one wheel slip during acceleration he got the feel of how the 819 handles. "She's different from the 4449, spirited but not quite as touchy. Being a Baldwin, the throttle and bar settings are a little different from our Lima, but once you figure out the cylinder and back pressure she likes, she responds smartly."

Fellow 4449 crew member Jack Wheelihan summed it up in today's terms: "The 819's probably more a kin to the Frisco 1522 than the 4449."

TEXAS HIGHWAY 1522 led into Pine, where the 819 blew through on Sunday morning. With fall colors lingering (below), the 819 was southbound after stopping at Mt. Pleasant.

Success story

From the open crew car baggage door I looked forward at each curve. The 819's easy and square exhaust was punctuating the miles. The air was still warm, and I'd forgotten how pretty those Arkansas pine woods smell in the evening. After three days I was even almost used to that whistle.

Here was an engine on the home stretch of its home road. "Clear!" I found myself calling the signals to no one in particular. This was a Cotton Belt engine, with a Cotton Belt crew brought back to life by Cotton Belt veterans and their friends. They are competent railroaders with too much confident pride to need to boast. The engine speaks for them.

And those green signals may be a hint of things to come.

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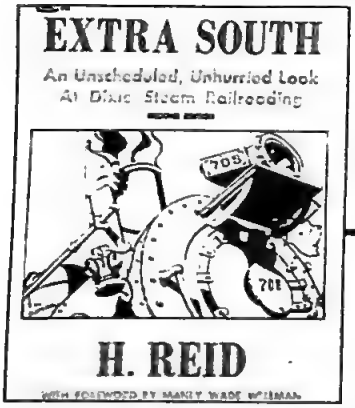

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BY JIM BOYD

THE SECOND SLM holds the main at Rone Siding just west of Pine Bluff, Ark., as a tardy westbound heads into the hole in May 1968. This was typical of the action encountered by Editor Boyd when he was assigned to the Cotton Belt while working for EMD on a delivery of SD45s, SD40s and SW1500s for the SP and SSW. That westbound has two DL600s, an F7 and a Geep for power.

Remembering the Cotton Belt

It was dreary and cold in early March of 1968 when I first arrived in Pine Bluff, Arkansas, with only a few months behind me as a field instructor for Electro-Motive. My job for the next four months was to assist EMD veteran Wiley Bradford in the ongoing delivery of new Southern Pacific SD45s, SD40s and SW1500s that were being put into service at the Cotton Belt's Pine Bluff diesel shop. My specific duties were enough to intrigue any railfan: I had to ride the new units out on their first runs to confirm that they were performing properly and to report any problems. This usually meant westbound runs to Texarkana, but I also caught trains south to Shreveport or north to Jonesboro or Memphis.

These were the years before the "Cotton Rock" line via Kansas City bypassed the SP/SSW connection at Corsicana, Texas, for the hot trains between St. Louis and the West Coast. The main line through Pine Bluff was single track with CTC and a 65-m.p.h. track speed and 70 m.p.h. for designated expedited trains like the famous *Blue Streak Merchandise* westbound and the *Colton Block* eastbound (the expedited trains carried an "X" in their symbol: BSMX or CBX).

The Cotton Belt railroaders were a friendly and proud bunch: "We've got the best rail-

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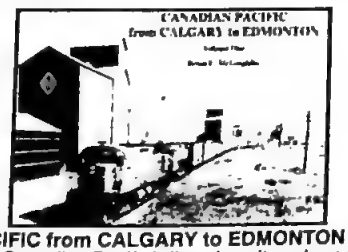

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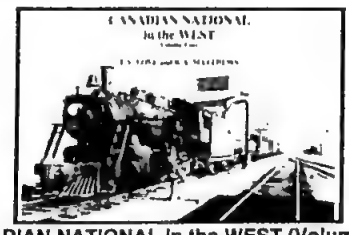

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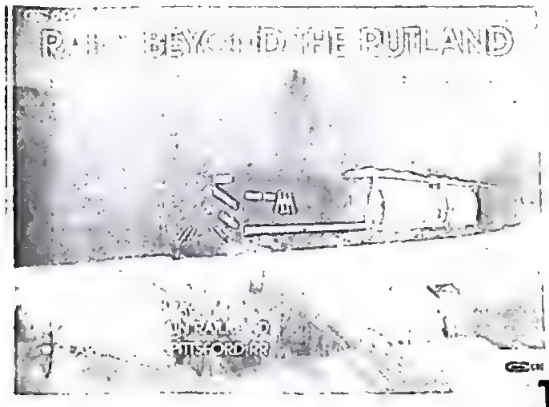

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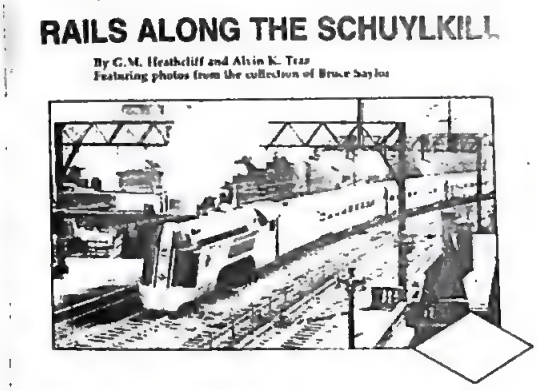

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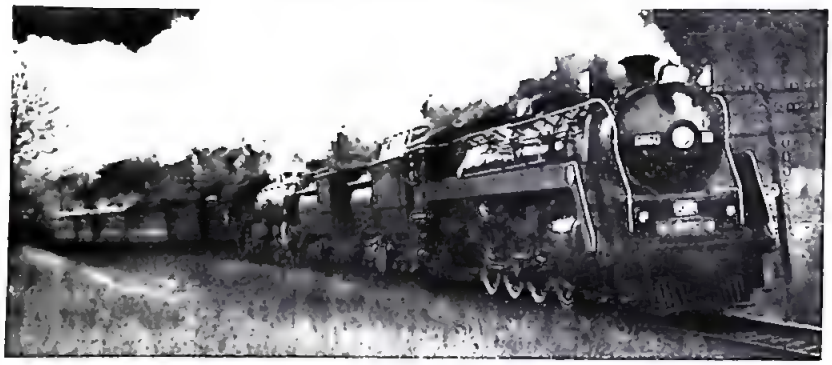

● CANADIAN DOUBLEHEADER SPECTACULAR: The trip into the Canadian Rockies with BC Rail's Royal Hudson 2860 and Canadian National 4-8-2 6060 turned out to be quite an adventure. Hal Lewis shows us what it was all about.

MARCH 1989 ISSUE ON SALE FEBRUARY 1

road in the country, and we'll prove it to you!" What a refreshing change from the "our railroad's goin' to hell and the management's trying to screw us" attitude that was typical just about everywhere else.

It's not surprising that I quickly became a fan of the Cotton Belt and the SP gray and scarlet. At that time we were delivering the SP 8960-series SD45s, but there were still lots of Alco DL600 "Alligators" and even a few F-units in road service and some pretty funky RS3s and RSD5s in local service—there was even a T&NO AS616 Baldwin lurking around Shreveport. And 4-8-4 819 was supporting the pigeon flock in the park (what a shame *that* will never run again, I thought at the time).

The traffic pattern was rather interesting, because there would be a westbound fleet led off by the *Streak* out of Pine Bluff in the morning at about the same time as the eastbound fleet was hitting Texarkana. All day long the opposing trains would fight their way over the single-track road, with CTC meets at nearly every siding. By late afternoon, however, the traffic would dry up and you could go all night without a wheel turning. My engines would often be dispatched west on the *Memphis Blue Streak Merchandise*, the MBSM, one of the last trains out of Pine Bluff in the afternoon, and I would have to spend the night at the Grimm Hotel in downtown Texarkana before returning to

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ALCO PA D&H 19 now rebuilt. Excursion trains in Mexico planned for 1989, ranging from one day to one week. For details as available, send LSSAE to: Let's Travel Tours, PO Box 2768-C, Riverside, CA 92516. 289

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IN TEXARKANA with 819 on November 7, 1988, Boyd was greeted by local railfan Bill Sharp (left) and retired SSW machinist "Clink" Clinkscales.

Pine Bluff on the *Colton Block* or a parade of "Slims" (SLM or *St. Louis Merchandise* semi-hot trains). I would usually check the line-up before going to bed and have the SSW crew caller wake me for my return ride.

On my first trip west, I arrived in Texarkana on a BSMX in mid-afternoon with two new SD45s and a couple of GP35s. Though Texarkana was often a "hop, skip and a jump" non-stop crew change on the hot trains, on this day we stopped, and I hustled forward to get a photo of the train. The Cotton Belt machinist on duty, "Clink" Clinkscales, asked if I was one of "those railfans." After the obvious answer, he told me to "stay right here; I've got somebody you've gotta meet." He got on the phone and called Bill Sharp, Texarkana's resident railfan, who took a few minutes out of his optical office to greet me at the yard. He gave me a ride to his home (on the *Texas* side of town) that evening in his "Detroit vibrator" pickup truck, treated me to dinner with his family and then spent the evening swapping train stories in his model shop behind the house. Over the next few months of my stay on the Cotton Belt, I got to know Texarkana and the local fans and modelers pretty well, thanks to Bill.

The Cotton Belt at that time was a railroad with two personalities. The 155-mile Pine Bluff Subdivision to Texarkana was a hilly but fast piece of intense railroading that attracted all the young guys and the veterans who really enjoyed working on the road. They were an unusually friendly and proud bunch of railroaders, and a ride to Texarkana was always entertaining.

The Jonesboro Subdivision, 140 miles north from Pine Bluff, however, was fast but rather straight and flat through relatively featureless bottomland. Though I had one of my finest train rides ever on the BSMX south out of Jonesboro (on a beautifully warm night riding the engineer's seat of the second SD45 with the windows open, facing forward and watching the big radiators of the lead unit silhouetted in the moonlight

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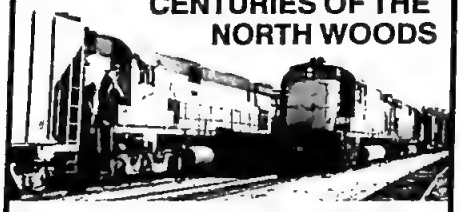

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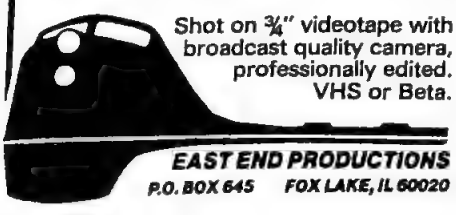

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and listening to the singing turbos at 70 m.p.h. for mile after mile after mile), the north end was populated with the old heads who were tired of trains and the young guys who were looking for an easy job. The north end crews were often sullen and quiet or bitching and bickering.

One of the railfans Bill Sharp introduced me to was Pine Bluff brakeman Bill McCaskill, a delightful character with an Arkansas accent you have to hear to believe. We made quite a number of trips together, and it didn't surprise me 17 years later to learn that Bill was one of the prime movers in organizing the restoration of the 819.

The 1988 trip to Tyler with the 819 was a real homecoming for me, and I was delighted to see that my old Cotton Belt—in spite of two decades and the Cotton Rock—was still pretty much the same. My friend McCaskill was one of the conductors on the steam train, and Bill Sharp and Clink (now retired) again greeted me at Texarkana.

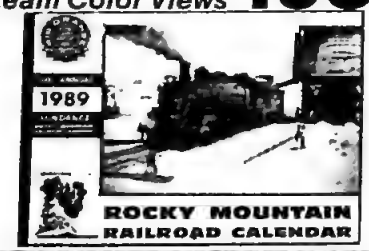
I felt like part of the family. The other conductor on the train was J.T. Matthews, who I did not remember from 1968. I did, however, know his uncle very well. Back then Charlie Matthews was one of the friendliest engineers on the line, and he had a reputation for being the best engineer on the road. He was a master at train handling and smooth power braking.

After making about five trips to Texarkana with him, as we were making our setoff at Fordyce on the MBSM, Charlie asked if I had ever run a train. I answered that I'd run a light engine now and then but had never handled a train (a strict rule for EMD field people was that we could answer questions about the locomotive itself but that we should never get involved with the how-to's of train handling, which is a matter of individual company policy and the domain of the road foreman). "Well," he said, "if you're going to work on locomotives, you should know the basics of train handling so that if anything ever happens to the engineer you could safely stop the train if you had to."

With that, he seated me at the controls and instructed me in air brake and throttle technique all the way into Texarkana with four SD45s and about a mile of train.

The Red River bridge at Garland City, Ark., has a 50 m.p.h. speed restriction, and we were approaching it in Run-8 at the legal 65 m.p.h. "Okay," said Charlie, "draw off about ten pounds of air and bail the independent." I reached for the throttle, but he said to leave it alone. I pulled the "big air" just beyond First Service and pressed down on

14 *All New Steam Color Views* 1989



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KODACHROME BEN KERR

THE DAKOTA SOUTHERN had its ex-Milwaukee SD7 512 (in Rock Island-inspired livery) ambling along the old Milwaukee line between Plankinton and Mt. Vernon, S.D., on August 31, 1988, with 13 loaded grain cars. Louis Saillard's feature on the Dakota Southern begins on page 30.

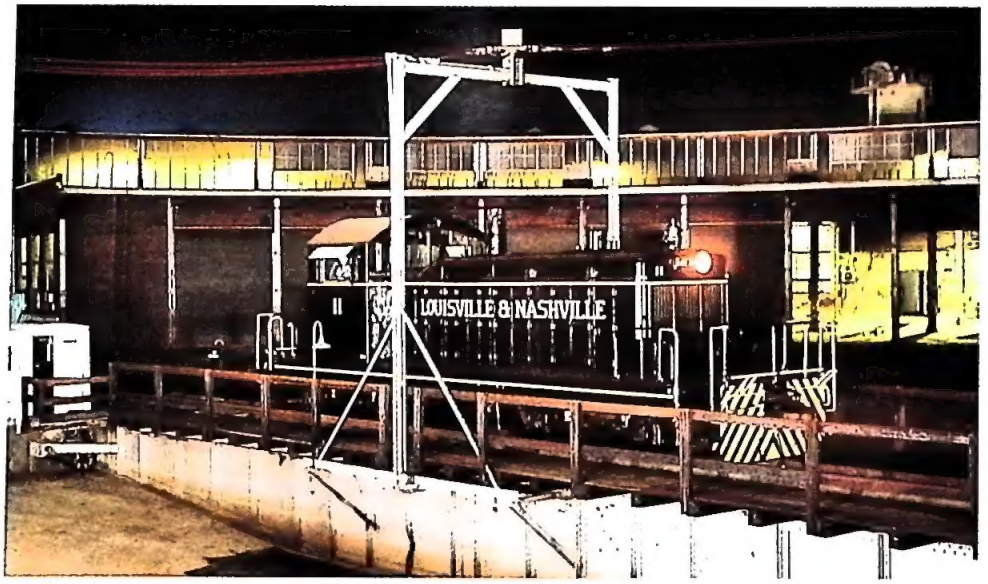
the independent brake handle to keep the engine brakes released.

Nothing happened. We just kept roaring toward that bridge at 65 m.p.h. Just as I was about to panic, I felt the brakes begin to drag. At about 53 m.p.h. he said, "okay, now kick 'em off." We hit the bridge at a perfect 50. With the throttle still in Run-8, we sailed over the bridge, rounded a gentle curve and continued westward with the speedometer glued to 50. As the conductor radioed, "over the bridge MBSM," we crossed a highway bridge and dropped down a slight grade to the flood plain. That little hump put the speed right back to 65, where it stayed until we hit the Artex Hills.

I realize that kind of running is commonplace, but I was impressed and could see why Charlie Matthews was so highly regarded. And in November 1988, I got a special kick out of crossing that bridge again behind a live Cotton Belt 4-8-4.

Railnews

KODACHROME RON FLANARY / LIGHTING JOHN CRAFT



NIGHT PHOTO SESSIONS were staged last fall at separate conventions held by the L&N Historical Society and the O&W Chapter NRHS. A former Republic Steel SW1, repainted as L&N No.11, was posed on the Boyles Yard turntable in Birmingham, Alabama (right), on October 14, 1988, while restored NYO&W NW2 No.116 (operated by the NYS&W) idled alongside the former-NYO&W general office building at Middletown, N.Y., (below) on November 4. See page 26.

KODACHROME DAVID A. ACKERMAN / LIGHTING STEVE BARRY and FRED JONES

KODACHROME WARREN G. OPALK

KODACHROME PETE LAWSON

THE OTHER 819 in the news (besides Cotton Belt's 4-8-4) is ex-IHB NW2 8819 (above) owned by the Carthage, Knightstown & Shirley, a new 18-mile short line on old NYC track between Carthage and Markleville, Indiana, 33 miles east of Indianapolis. It was in its KCS-inspired livery at Shirley on June 11, 1988. See page 26.

GREAT SMOKEY MOUNTAIN Railway ran excursions on its ex-Southern Murphy Branch trackage (left) during October 1988, using its repainted GP7 (ex-UP 200), four tourist coaches and an

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